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PROVINCETOWN



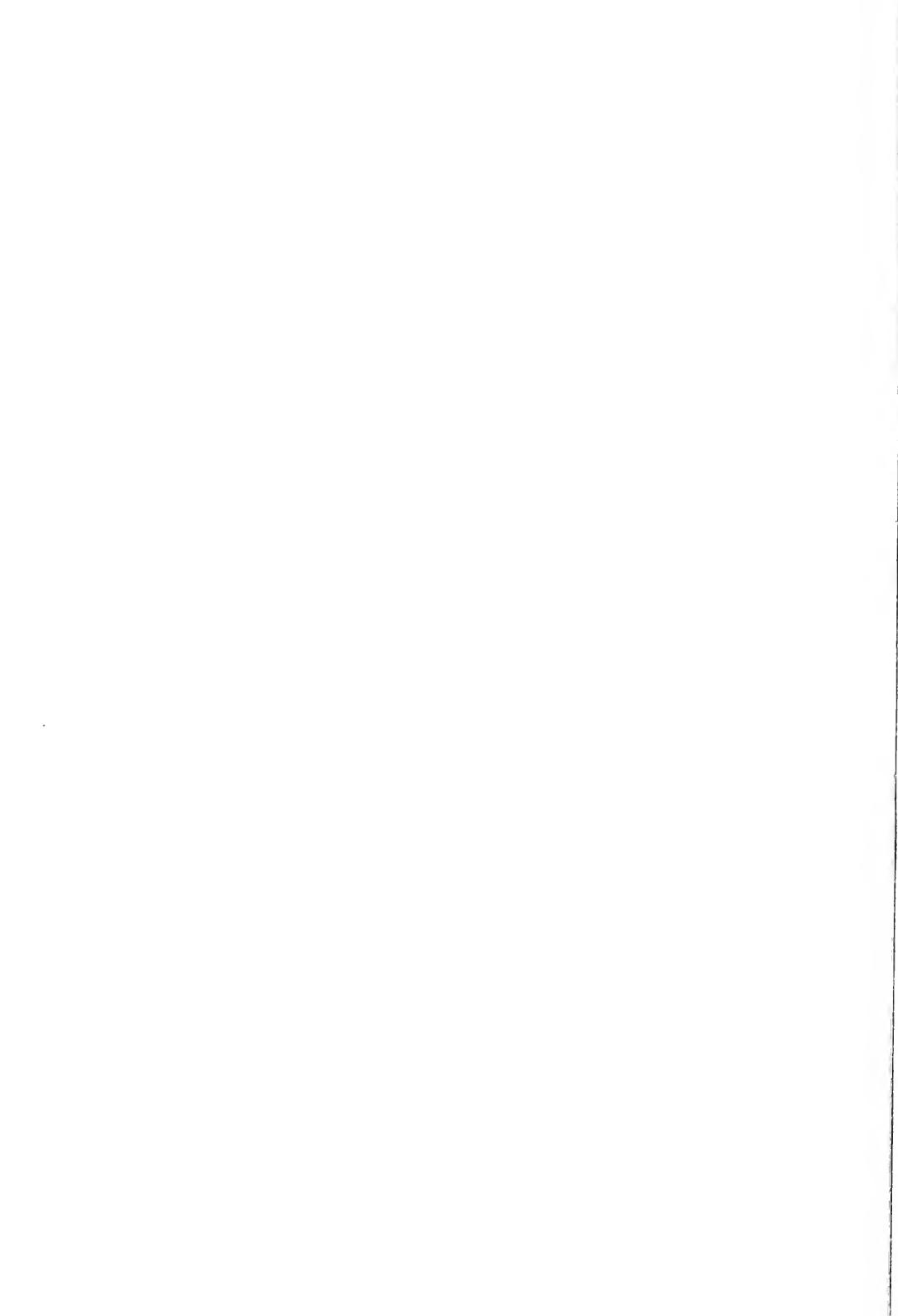
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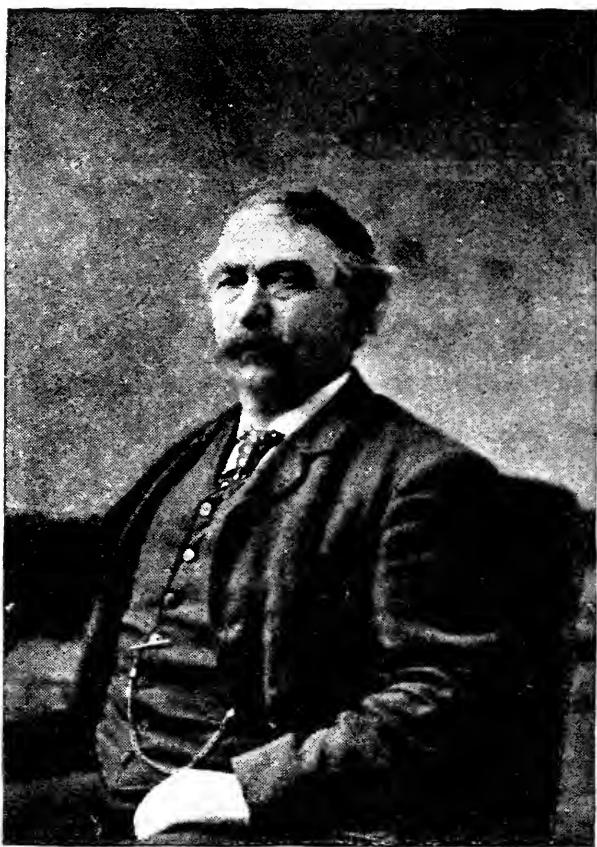
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Yours truly,  
Norman A. Jennings

# PROVINCETOWN

OR,

## ODDS AND ENDS FROM THE TIP END.

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A brief Historical Description of Provincetown, past and present; Old Records; Landing of the Pilgrims; Loss of the English Frigate Somerset; the Fire Department; J. C. Freeman Post 55. G. A. R.; Whales and Whaling; Codfishing; Public Buildings; A few Biographical Sketches, with Portraits; Incidents, Anecdotes, Stories of the Place, Etc., Etc., Etc.

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Illustrated with Thirty-Three Engravings.

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## PREFACE.

In preparing this book for the public, I do not lay any claim to its being a work of literary merit, nor that it will fill a long-felt want in American literature. The claim I make for it is fully explained in the title,—“Odds and Ends from the Tip End.” I am fully aware of the fact that there is much of interest in this quaint, old town that I have not referred to, but to describe everything would require years of labor and form a library of many volumes,—a task for an abler pen than mine. In the historical part I have endeavored to be as correct as possible, but where one has to depend so largely upon tradition, errors will unavoidably creep in. The “Old Records” have been faithfully copied from the original books, and of them I can truthfully say, that they are verbatim copies. In “Stories, Incidents and Anecdotes,” every one is true, with one exception, and that the reader must be very obtuse not to discern. Some of the Organizations which I have described I have submitted my manuscript to members of, who have corrected and approved it.

And here I wish to thank all those who have as-

sisted me in obtaining facts and figures, the Board of Selectmen and Town Clerk, especially.

To the critics, who will say this, that, or the other is wrong, I will say, skip those places and read only what is right, and be as lenient as possible with my failings.

And now to the Provincetowner, here or abroad, and also the stranger that sojourneth with us for a season, I respectfully dedicate this little book, and hoping it will interest them and meet with their approval, I sign myself,

Yours truly,

HERMAN A. JENNINGS.

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## VISIT OF THE NORSEMEN.

That this continent was discovered, visited and a settlement made by Europeans, centuries before Columbus and his contemporaries made their discoveries is a well authenticated matter of history.

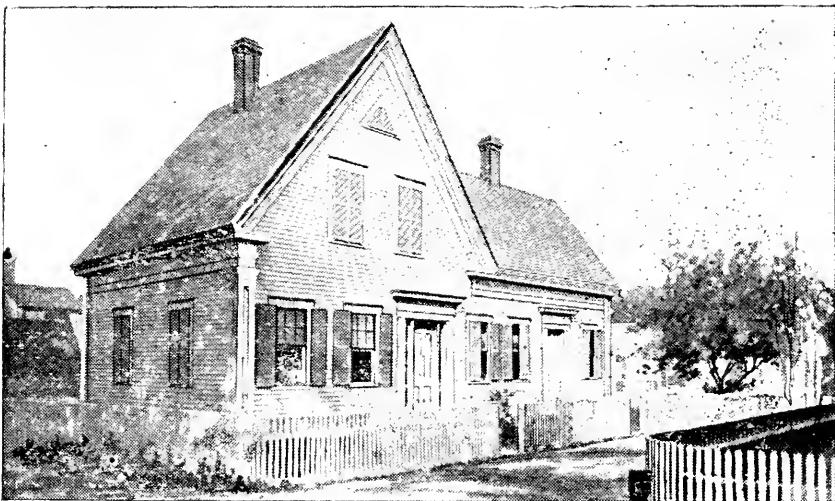
Old Norse records found in the archives at Copenhagen, Runic Inscription, Icelandic Sagas, have all contributed to establish that fact, just as surely as the discovery of the Rosetta Stone, furnished the key by which Brugsch Bey and other Egyptologists, were enabled to decipher the hieroglyphics of ancient Egypt, and give its history to the world, which for thousands of years had been a mystery.

The hardy Norse Vikings pursuing their piratical voyages to Iceland and thence to Greenland, where a colony was established, gradually worked their way to the South and West and discovered the coast of what is now New England. "Leif, the Lucky," as he was afterward called, hearing of the newly discoverd country, found by Biarni in 989, resolved to plant a colony there. A ship was bought and with thirty-five men he set sail for the newly-discovered land. After making the land and coasting

along the shores, he with his little band passed up what is now called Seaconnett River and planted their little Colony on the shores of Mount Hope Bay, near what is now Fall River. They named their little colony Lief's Budir, or Leif's Booths, (for they lived in booths or tents,) and the surrounding country, "Vineland, the Good." In the spring of 1001 with a cargo of grapes and timber they returned to the colony at Greenland and for his success he received the title of "The Lucky." The next year his younger brother Thorwald, with a company, sailed for the new country. Arriving at Liefsbudir, there spent the winter. The next spring (1003) he pursued his explorations still further to the South and West, it is supposed as far as the Carolinas, returned and wintered again at Liefsbudir. The following spring (1004) he again started out and pursuing his explorations to the North, in rounding Cape Cod, his vessel was stranded on the extreme end of the Cape. Here he hauled his vessel ashore for repairs and to replace the keel which was broken; he named the place Kilar Ness, or Keel Cape. After completing his repairs he sailed away to the North-west, and in a bay full of islands, presumed to be Boston Bay, was wounded in the side by an arrow in an encounter with the savages. Feeling that he had received his death wound, he

charged his followers to return home as quickly as they could. "But me, you shall carry to the place where we repaired our ship, which I thought would be such a goodly place to dwell in, perhaps the words that fell from me there will prove true, and I shall indeed abide there for a season. There, bury me and place a cross at my head, another at my feet, and call the place Kross-a-Ness, or Cape of the Crosses." His instructions were carried out and here on the end of the Cape, where Provincetown now stands, his comrades laid away in mother earth, the body of that hardy old Norse Viking, Thorwald. The vessel returned to Leifsbudir, and the next spring with a cargo of dried grapes and other productions of the country, returned to Greenland. Several other voyages were made, but we mention only this, as having direct connection with this place.

Chip Hill, so called, situated in the western part of the town, in the year 1805, was graded down some twenty-five feet, and levelled for the purpose of building Salt Works. The works occupied the place till 1853, when the business was abandoned and the land sold for building lots. While digging the cellar for the house now owned and occupied by Mr. Francis A. Paine, at the depth of five feet a wall of masonry was found about three feet in height and two feet wide at the base. These stones were nicely laid in shell-lime mortar; and after clear-



**House owned by Francis A. Paine, situated on the old Norse Ruins,  
Chip Hill.**

ing off a space from the bottom of the wall, there was found a hard earthen floor composed of peat, clay and fine white sand, hammered and pounded together, making a hard level floor. Upon digging further, there was found the remains of a fireplace, where the stones of which it was made, were partially calcined by the fire: near by was a small collection of partially decomposed bones mostly of sea fowl. It is a pity that further excavations were not made at that time and the whole matter brought to light, as things of great interest to establish facts in history might have been found, but only enough work was done to make room for the cellar

under the porch. The stones of which this wall is made were evidently brought from some foreign country, as none are to be found on the Cape, nor in any place in this country. There are a few that closely resemble them, found on the Hudson River, near Rondout, and that is the only place known where there is even a resemblance. The theory has been advanced by scientific men that this was the camping-place of Old Thorwald and his crew, while repairing his ship, and it seems with a great deal plausibility. The stones were probably the ballast taken from the ship to enable them to draw her further up the shore, and were built up in this manner as a kind of fort or defence against the savages, covered over with the vessel's sails to protect the crew from the weather, and when the vessel was repaired the sails were taken aboard, sand being more easily handled was taken as ballast, leaving the stone wall behind to be buried up some thirty feet by the shifting sands during the eight hundred centuries that had elapsed. Some very convincing arguments of this theory are the facts, first, that it was used as a habitation is undoubted. Second, if it had been the foundation of a wooden structure, there would have been found marks of discoloration in the sand caused by the decaying of the wood, but such marks were not found. Third, the close resemblance in the work to that displayed in building the

Old Mill at Newport, R. I. By whom it was built, has never been definitely settled, but the strongest evidence is given in favor of the Norsemen.

The late Hon. Silas Cotterel, of that place, a man well known for his interest in and knowledge of archæology, at one time connected with the Public Library, gave it as his opinion that there could be no doubt, but both structures were devised and constructed by the same race of men, and that was the ancient Norsemen. Until this theory can be disproved and a more plausible one substituted, this place can claim to be one of the oldest places in the New World visited by Europeans. Coming down through the lapse of centuries, we find it visited by John Smith on his voyage when he discovered Thatcher's Island, Straitsmouth and Isle of Shoals. Also by Bartholomew Gosnold in the Ship Sparrow Hawk, afterwards wrecked at what is now Orleans. It was also visited by French fishermen prior to 1620, Monhegin traders, and the notorious Indian kidnapper and slaver, Hunt, probably made this harbor his headquarters while engaged in his nefarious traffic along the coast. Still, notwithstanding its being so well known and from its size, security, and close proximity to the fishing grounds, advantages which to-day it possesses over any other harbor on the coast for the fishing business, no attempt was made to make a permanent settlement till years after the arrival of the Mayflower and the very last part of the seventeenth century.

## **ARRIVAL OF THE MAYFLOWER AND LAND- ING OF THE PILGRIMS.**

We now come to one of the most noted events, not only in Provincetown history, but also most intimately connected with, and leaving its impress upon the whole nation,—the arrival and stopping in the harbor of the Mayflower and her little colony. Here it was that the Pilgrim band first landed in the New World after their long and boisterous passage. They hailed with joyous hearts this safe and pleasant harbor of refuge, entered and anchored on Nov. 11th, 1620, O. S. It being Saturday, the next was duly observed in prayer and thanksgiving to God, who had safely brought them through trials and dangers to this haven of rest. Had they been fishermen or mariners, instead of a pastoral and agricultural people, Plymouth Rock would never have become so celebrated in history nor so often referred to, as the place where the Pilgrims landed. Certain events took place here of great moment that still bear their impress on the Common wealth and Nation. In this harbor in the cabin of the Mayflower was drawn up and signed the compact for the Govern-

ment of the colony a primitive form of republicanism and the root from which sprang the constitution of the United States. We give an exact copy taken from the original document now in Pilgrim Hall, Plymouth, and signed by the men of the company, forty-one in number:

*In ye name of God, Amen.*

We, whose names are underwritten the loyal subjects of our dread and soveraigne Lord King James by ye grace of God, of Great Britain, France and Ireland King Defender of the Faith etc: having undertaken for ye glory of God and ye advancement of ye Christian Faith and Honor of our King and Countrie a voyage to plant ye first colony in ye ye northern part of Virginia, doe by these presents solemnly and mutually in ye presence of God and of one another covenant and combine ourselves together into a civil body politick for better ordaining and preservation and furtherance of ye ends afore said and by virtue hereof to enact, constitute and form such just and equall laws ordinances, act and constitution, and offices from time to time, as shall be thought most meete and convenient for ye general good of ye Colonie. Unto which we promise all due submission and obedience. In witness whereof, we have here under subscribed our names at Cap Codd, ye 11th of November, in ye year of ye raigne of our Soverigne Lord King James, of England, France and Ireland ye eighteenth, and of Scotland ye fifty-fourth A. D. 1620.

This brief, but comprehensive document, was the

first written constitution, emanating from the popular will, ever adopted in America, was devised and executed on the first day of their arrival here, before any other business was transacted. Finding that the place was not suited for agriculture, a party started out, after repairing their shallop, or small boat, to explore the coast for a more favorable location, but we only treat of their doings here, as the outcome of the cruise in the boat is well known. After resting on the Sabbath, the next day a portion of the men came ashore and began the building of a shallop, cutting the trees that grew here to make the timbers, and the women to wash the clothes used on the voyage, thus dedicating Monday to the Goddess of Cleanliness, which day has been kept for that purpose by their descendants, wherever located. On December 10th, the first affliction befell the little band in the loss of Mary, the wife of Governor Bradford, who, by some cause unknown, fell overboard from the vessel during the night, was drowned and her body never recovered. There were three other deaths during their stay here. On the 16th, Peregrine White was born, whose descendants that can trace their lineage direct to him, are now living in Duxbury and other adjoining towns to Plymouth. Thus, here occurred the first birth and death of the Colony. Here, too that large of heart, but small of stature, the "Great Heart of Colony," as he has been called,— Miles Standish mar-

shalled and drilled his army of sixteen men, formed an exploring expedition and marched up the Cape as far as what is now Wellflet, intending to do battle with the Indians should they prove hostile, but finding none on which to exercise his warlike skill, confiscated a lot of corn and returned without a battle. This corn, it is said, was kept for seed, and was the means of keeping the colony from starvation the following year at Plymouth. Tradition has it that restitution was made to the Indians from whom it was taken. It is hardly fair to question the act, as has been done by some, for perhaps under the circumstances it was admissible. Thus, not only the seed of the government of the colony was from this place but the seed for its support was taken from the immediate vicinity. After remaining here till the 20th, anchor was weighed and attempt made to reach Plymouth, but a strong head wind sprung up and their final stopping place was not reached till the following day, and Plymouth Rock from that date began to be a matter of history, and to be known as the place where the Pilgrims landed. Attempt has been made to have some mark or monument erected here in memory of the event, but it has always failed to mature. It is no uncommon thing to-day to find those that are called well versed in history, ignorant of the fact that here was the first landing and stay of the Pilgrims or of events that occurred during their stay.

## EARLY HISTORY.

It was the purpose of the writer to give the history of the place in regular chronological order omitting anything pertaining to church affairs, and have, when treating of that subject, a separate place devoted exclusively to Church history and affairs. But as church and state were combined in the early settlement of the place, and all business pertaining to both departments was done at the regular Town Meeting, the records of which were kept in those early days in a very crude and unsatisfactory manner, it would be an impossibility to have a separate place in recording their history. There are no records of when the place was first settled, and only tradition to rely upon until we come to the year 1724, the date of the oldest record book. Prior to this time it was a part of Truro, the boundary line of which crossed the Cape from shore to shore, a few feet to the westward of what is now the eastern school-house; all to the westward of said line was land that belonged to the Plymouth Colony at first, and afterwards to the State. This land was reserved for fishing purposes and the residence of the squatter fishermen.

In 1727 it was incorporated and called Provincetown, but as there were settlers east of the line, they petitioned to be set off from Truro and joined to Provincetown. Accordingly, lots one and two were added to this place, and the boundary-line drawn across the Cape where the house known as the Reuben Wareham property now stands, which at that time was the most easterly dwelling-house. As the town grew, buildings were erected still further east, and again the settlers asked to be joined to Provincetown, but Truro objected unless some of the waste land was also taken in as well as the dwelling-houses, and the boundary line was again moved and fixed on the top of the western hill of the Great Hollow, so called. Shortly after East Harbor Bridge was built, Truro not wishing to bear all of the expense of keeping up what was of so much benefit to Provincetown, the boundary line, was changed to where it now is, about midway of the State Dike at East Harbor. In the early days, before any settlement had been made here, the Pilgrims claiming their right of possession of the fishing privileges in the waters around "Cape Cod," and the use of the land for curing and making their fish, would come here during the summer season, do their fishing business and return to Plymouth in the fall. Sometimes they would sell the privilege to other parties to fish for mackerel, bass or cod, and use the land for curing purposes at a rate above the

tax that was paid by the colonists, always reserving their right to the land on account of their first landing and occupying the place.

By this means, the harbor and land of this extreme end of the Cape, was quite a source of revenue to the Pilgrim Colony. It is the general opinion, that the first permanent settlement was made on, or about the year 1680, but the name of the party that settled is lost in tradition, or at least has been so conflicting that it is impossible to determine the true one. For a few years after its incorporation it was a prosperous little village, but for some cause it began to go down, so that in 1748, there was scarcely a family left, but in 1755, there were ten dwelling-houses, besides some store buildings, making a snug little village, which has steadily increased to the present day. In 1763, government built for the inhabitants its first place of worship, which was situated on "Meeting House" plain, so called, the location not very definitely pointed out, but on or near the extreme north-west end of what is now the "Old Cemetery." The established creed by the state, was the Orthodox, and one Mr. Spear was the authorized minister. In the year 1773, the church building was torn down, and another one erected, using some of the old building in its construction. This building stood on the site of the present Catholic parsonage. It was called the "the Old White Oak," from the fact that the frame

was of that wood, and cut in Barnstable. The church was finished and dedicated Feb. 20th, 1774. On the preceding Dec. 7th, 1773, at a legal Town Meeting assembled, Rev. Samuel Parker was called upon to take charge of the society. The town records of that date show this entry:

“At a meeting of the inhabitants of Provincetown, being legally warned, Thomas Kilburn being Moderator at sed meeting, there agreed by vote to give unto Mr. Samuel Parker for his yearly salarie, the sum of 66£-13s.-4d. lawful monie to settel in sed town, and preach ye gospel to ye inhabitants. Also toe give unto him the frame of hys house and to build haff of it, purposed to be thirty feet in length, twenty-seven wide, eight in the wall; likewise cut his fire wood and toe give him meddo to keep two cows in the best of the meddo.” Per me,

SAMUEL ATWOOD, Town Clerk.

Samuel Parker accepted the call, and preached in the church until his death, which took place April 11th, 1811. In 1843, the “Old White Oak” was taken down, and the present church built of the material, with the addition of new lumber. The old white oak frame being all utilized in the building. This building was dedicated Sept. 17th, 1843. In the building owned by the heirs of the late Godfrey Ryder, now standing opposite the Town Hall, is a large Gothic window which was taken from the “Old White Oak” church on its removal. When

in the church, it was in the rear of the pulpit. The seats in the old church went on hinges, and were turned up when the people rose to pray; one can imagine the noise made when the congregation seated themselves, when roguish lads in the back part of the house would turn up a dozen or more, and when the preacher would say amen, run along and help make more noise by striking down the seats one after another. In 1873, this church was thoroughly over hauled, a brick basement placed under it making one large vestry, and two smaller ones. This is the church of to-day. It was re-dedicated on Feb. 20th, 1874, which was just one hundred years after the building and dedication of the old original "White Oak." It was not a premeditated affair that it so happened, but a singular and remarkable coincidence.

In the year of 1793, one Mr. Humbard, a Methodist preacher, was onboard of a vessel lying in the harbor here, wind bound, on a passage from New York to Halifax, N. S., came ashore and preached a Methodist sermon in the house of Samuel Rider, then standing on what is now the corner of Gosnold and Commercial streets, site now occupied by Adams's drug store and residence. This was the first introduction of Methodism, and from that sermon several drew off from the established Orthodox creed. At that time, church and state were one, and the religion was not received with favor by the majority

of the citizens. The liberal spirit of the present day had not come forth and persecution of those of a different belief by the stronger party, was thought to be doing God's service. However, a little band of nine joined together, and the Methodist church was established, under the charge of Rev. George Cannon, the first preacher stationed here. The society grew and flourished notwithstanding the persecution, and as all church affairs were settled at Town Meeting, there were some lively discussions at the meetings, and if the reader will notice in the chapter on "Old Town Records," he will see that some severe laws were passed. A little over two years after the first sermon was preached, the Methodists withdrew and built a house of worship under great difficulties from persecution by the Orthodox, having the timber for the frame of the building cut up by a mob, and used as a bon-fire, on which was also placed the effigy of the Methodist preacher. That the Methodists also possessed pluck, and though in the minority, showed that they were not always passive, at one time the keeper of the church where the Town Meetings were always held, and one of the selectmen, being Methodist, got possession of the key to the building, and locked out the Orthodox, refused to give them the key to the building so they could hold a parish meeting. A bass viol had been bought by the town for the Church, and Samuel Kilby, the

player, when he turned Methodist, concluded that the viol had turned Methodist also, and took it with him as part of the spoils. This viol is in existence to-day, in the keeping of Mr. George C. Hill. The first Methodist church was built on the site of the dwelling-house opposite the residence of Charles B. Snow, on Bradford Street. This building stood until 1818, when it was torn down, and another built on the corner of Bradford and Ryder Street, where the house of Dr. Henry Shortle stands. This stood one year, when it was enlarged, forty more pews were added, and the building stood until 1837. By that time, the church membership had so increased that a larger building was required and one was built opposite, on the spot where St. Peter's Hall now stands. This was a large building, with one hundred and thirty-six pews on the lower floor; it remained until 1860, when the present structure was built, and called the Center M. E. Church. In a fish store on the lower side of Commercial Street, nearly opposite the Town Hall, can be seen a large, heavy, panel door, this was the vestry door of the old church, and was placed there, by the late Francis Joseph, the owner of the building. From the time of this church organization, under the charge of Rev. Geo. Cannon, in 1795, there were eleven preachers in succession, when Rev. Alexander McLane was stationed here, who gave place to Epaphras Kibby in 1812, who on

account of ill health, as the church records state, remained here until 1824, having sole charge and direction of the church. During the meantime he married one Betsey Cook, who has recently died in Chelsea (January 30th, 1890) at the advanced age of ninety-five years, three months. Rev. Mr. Kibby returned again and had charge during the years 1828 and 1829. It was mainly under his labors that the Society grew to the extent it has,— the largest in the place.

## **COPIES OF OLD RECORDS AS FOUND IN THE OLD TOWN BOOKS.**

Dec. 7th, 1773. "Voted that any purson should be found getting cranberys before ye twentyth of September excedeing one quart should be liable to pay one doler and have the berys taken away." Voted, "That they who shall find any pursons so gathering shall have them and the doler."

**SAMUEL ATWOOD,  
Town Clark.**

Jan. 12th, 1789. Voted. John Conant keeper of the meeting-house, and to swepe it every four weeks and shet and open the winder shetters all the year round for which serves he is to Receave two dolers, one doler to be given out of the treasury to whomsoever shall bring out the parson or parsons that Rites on the plasteren in the meeting-house. Charles Atkins tiden man for which he is to have one doler. Voted to buy a pitch pipe for ye Singers.

June 25th, 1790. Voted, That the tax bill that was sent down should lay unmedeld with. Voted, That Seth Nickerson should go to Boston to see if he could get the Said taxes off.

September 12, 1791. At a meeting of the inhabi-  
tence provincetown Stephen atwood moderater  
agreed to send Richard perry and Elijah Nickerson, or

Seth Nickerson as a committe, to Mr. Joseph Snows, at Harwich, too meet the other committe in order to try to get the Dutys taken of the Artecal of salt and any other Grevenceses they may think proper.

July 23d, 1798. Voted for Abner Dunham to be Custom House Officer if he can obtain it without charge to the town.

*Copy of the warrant to call a town meeting to vote for a Federal Representative, Jan. 17th, 1779:*

To Seth Nickerson Constable of the town of Provincetown Greeting, you are hereby, required in the name of the Commonwealth of Massachusetts, to Notify and warn the male inhabitants of the town of Provincetown, of twenty-one years of age, and upward having a freehold estate within the Commonwealth of the annual income of three pounds, or any estate to the value of sixty pounds too meet at the meeting-house, on Thursday, the seventeenth Day of Jan. Y. next at teen of the Clock in the foar noon to give in their votes for a Federal Reprasante in the Congress of the United States agreeable to the Constitution of the Said Commonwealth given under our hands at Said Provincetown this seventh day of Jan. Y. 1799.

STEPHEN NICKERSON,  
JOSIAH NICKERSON,  
Selectmen.

At a meeting of the qualified voters, of the town of Provincetown, May 13th, 1799, for the purpose of seeing whether the town would take care of Hannah Rider or not voted, that she should not be supported by the town. Voted, to petion the Gineral Cort to

let them know the Disturbance likely to arize concerning the support of the Methodis poor. Voted, for Seth Nickerson to go with the petisson and be paid for his expense and trouble.

Mar. 4th, 1800. Voted, that Ebenezear Rider, keep Hannah Rider for forty-five dolers this year, if the selectmen cannot get anybody to keep her for less.

---

During the fall of 1801, small pox was prevalent in the place and the following precautions were voted for at a special town meeting, called Dec. 28th, 1801 :

Voted that any person who is the head of any family, who shall permit to the number of six persons to meet together at his house for frolicking, or any unnescery purposes, shall pay to the use of the town, a sum not exceeding fifty Dollars. Voted, that the houses, together with the hin houses, have a watch set also that a Smoke house be built. Voted, that all Dogs and Cats be Ciled, also that all hogs and Sheep runing at large out of the oners inclosure, shall be Ciled and the oners shall pay fifty Dollars Dec. 28th, 1801.

Feb. 25th, 1792. Isaac Mayo gave his afformation to use his best indever to preform the office of a Constable this year, Before me,

SAMUEL ATWOOD, Town Clerk.

*Copy of an old Bill of Lading entered upon Town Records. The only one on record:*

Provincetown, Dec. 10th, 1790. This may certify

all whome it may concern that I the Subscriber have Surved the following articles and that they are put in good and lawful order and that they was actuly Shipt on Board the Schooner Rover Taler Smally master Bound for the West Indies.

275 bbls pikel fish

201 Quentels

Which in order By me for Shipping Nathanal Hard-ing. Sworn before me,

SAMUEL ATWOOD, Town Clark.

Aug. 3, 1795.

At a meeting of the inhabitants of provincetown warned and assembled. Voted to rase 36£ to pay the tax bill that is sent here which is one Shilling, Eight pence per pole. Voted that any that will not pay the Standing minesters Rate Shall have his interest Sesed. Voted that there Shall not Be a a Methodes meetin-house bilt in this town.

SOLOMON COOK, Moderator.

Jan. 16th, 1792. Voted to have a Singing-Scool next fall. Voted to carry brush to Shank painter to prevent tides coming in.

Jan. 28th, 1784. Voted to buy a bible for the town price 1£— 1s— 6d. Voted that the Selectmen have a Shilling. Each meeting-house keeper the price of 4 bushels of corn.

March, 5th, 1810. Voted that guese shall not go at large in the town this year.

March, 4th, 1811. Voted to Raise by a tax to defray town Charges for the preasant year three hundred dollars for the towns Expenses beside the State and county tax and no part Shall go to pay any minerster whatsoever.

Provincetown, March 11th, 1811. Then personally appeared Simeon Conant and took oath Required by law to qualify him to Share as a Selectmen, Assesor of taxes, Health officer, Surveyor of highways and Oversears of poor for town of provincetown for the year Ensuing or until others Shall be Sworn in his Stid.

Before me,

SAMUEL COOK, Town Clerk.

*Copy of protest noted before the Town Clerk by Joshua Howard, master of Sloop Peggy, 1792:*

Be it known and made manefest to all whom it may concern that on the 28th day of January, at provincetown, Cape Cod, in the county of Barnstable, State of Massachusetts, came and disered of us the Subscribers, Selectmen of provincetown, to grant him a protest which we have done as far as the law admits upon condition he maketh oath untoe the town clerk of Sed town and the Sed town clerk to make record of the Same,—

Joshua Howard, master of the sloop peggy, Caleb Howard and Isaac terrel, Seamen on Board the Sed Sloop, and made declaration That on the 21st of inst. January we left Cape ann the wind W. N. W. steered closehauled to the wind, the Proceeding day Being Janery ye 22d, made the Island of Monhiggin from mast-head Bearing North the wind N. N. W. Wore ship and Stood to the Westward untell the 23rd instant, made Cape ann and stood in with Thatcher's Island, after passing the wind hauled to the northward which made it impossible to fetch the Eastern point of Cape ann, hove about but could not fetch

the Cape ann Wore ship and stood too the westward again to keep smooth water untell 8 o'Clock P. M. Wore again and Stood to the E. and N. 24 hours, then wore ship to the westward and southward, the wind W. N. W. and N. W. then wore ship and Stood to E. and W. 3 hours, then wore ship and stood in West 1 hour, then made the surf but being so near the Shore had not room to ware Ship So in an Instant was in the Breakers where we Struck and soon grounded Wherefore I do protest against the wind and weather and seas whereby said sloop & all concerned hath or may suffer any loss or damage this done & protested to at provincetown, in the State of Massachusetts this 28th of Janury A. D. 1792 By

|               |   |               |
|---------------|---|---------------|
| JOSHUA HOWARD | } | before me     |
| CALEB HOWARD  |   | SAMUEL ATWOOD |
| ISAAC TERRACE |   | town clerk.   |

*Another protest by one of the seamen on his own responsibility :*

I, Caleb Howard, of Broad Bay Waldbourgh in the County of Lincoln of lawful age doth declare and make oath that he had his Chist Broke open on thursday morning, ye 26th of Janery 1792 by person or persons unknown, but judge them to Be people which came on board the night before, Whilst he and others wass coming in from the Backside of the Cape in Search of houses the Night before in the Sloop peggy Capt. Joshua Howard he further says the Chest he left on the Backside was Lockt he further Sayth not.

The above was made on oath before me,

SAMUEL ATWOOD, Town Clerk.

Janury 30th, 1792,

In presense of

RICHD. PARRY,  
SOLOMON COOK,  
SAMUEL RIDER, } Selectmen.

*Form of advertisements of wrecked goods found  
and recorded.*

Taken up by Gershon Cutter, 5th of January, 1803, at a place called wood end, upon Cape Cod, in the Reck of the Schoon. Washington one trunk, one chest fore bags contents unknown likewise the owners of the property.

JOSIAH NICKERSON,  
Town Clerk.

When up by amberous Dyer of provincetown, 5th of January 1803, near Race point, on Cape Cod. sixteen barrels of flower, two chests, one hammock, two blankets and one bedd advertised the same according to law.

JOSIAH NICKERSON,  
Town Clerk.

The Embargo bearing heavy on the Citizens of the place, a town meeting was held to devise some means to lift the burden, the meeting was called Aug. 22nd. 1808, when it was "Voted unanimously to petition the President of the United States respectfully to suspend the Embargo either wholly or in part according to the powers vested in him by Congress, or if any doubts should exist as to the

sufficiency of those powers that he be requested to call congress together as soon as possible.

Voted, to have a Committee of five chosen to draft the petition accordingly & send it to the President of the U. S.

Voted, that the Selectmen together with Capt. Solomon Cook & Mr. Daniel Pease be the committee to carry into effect the votes of said Town Meeting."

*A Copy of the Petition drawn and presented:*

"To the President of the United States. The inhabitants of the town of Provincetown in legal town meeting assembled beg leave to respectfully represent:

That they have severely suffered from the operation of the laws laying and enforcing an embargo on all ships and vessels in the ports and harbours of the United States not only in common with their fellow-citizens throughout the union but particularly from their local & peculiar situation their interest being almost totally in Fish and vessels. The perishable nature of the fish and the sale of it depending solely upon a forren market together with the barrenness of their soil not admitting of cultivation bearing them no resource but the fisheries. They flatter themselves that they are & ever will be ready to manefest their patriotism in making every nesesary sacrifice for the good of their Country and to these laws they have yeilded unlimited respect and submission not a single instance of an evasion or violation has taken place among them but so distressing are the embarrassments produced by the

Embargo that they cannot contemplate its continuance without serious and alarming apprehensions. It is needless to detail to your Excellency the various evils that must result from a total suspension of their business having long been habituated to a maritime employment & whose resources have solely depended upon the Ocean whose shipping and fish thus left to waste and perish on their hands not only to the loss of their property but in some instances of health and life. Feeling as your petitioners do the accumulating pressure of these Evils and Confident that your Excellency is disposed so far as you are constitutionally authorized to grant them relief they are happy to find that by the laws of the United States it appears to be within your power to Suspend the Embargo in whole or in part whenever Events in Europe may in your opinion render it safe and Expedient Your petitioners reprise in the belief and trust that Such Events have now taken place. They therefore pray that the Embargo in Whole or in part may be suspended according to the powers vested in the president by the Congress of the U. S. And if any doubts Should Exist of the competency of those powers they would humbly request that Congress might be convened as early as possible for the purpose of taking the Subject into Consideration.

A true Copy of Said petition.

Attest ORASMUS

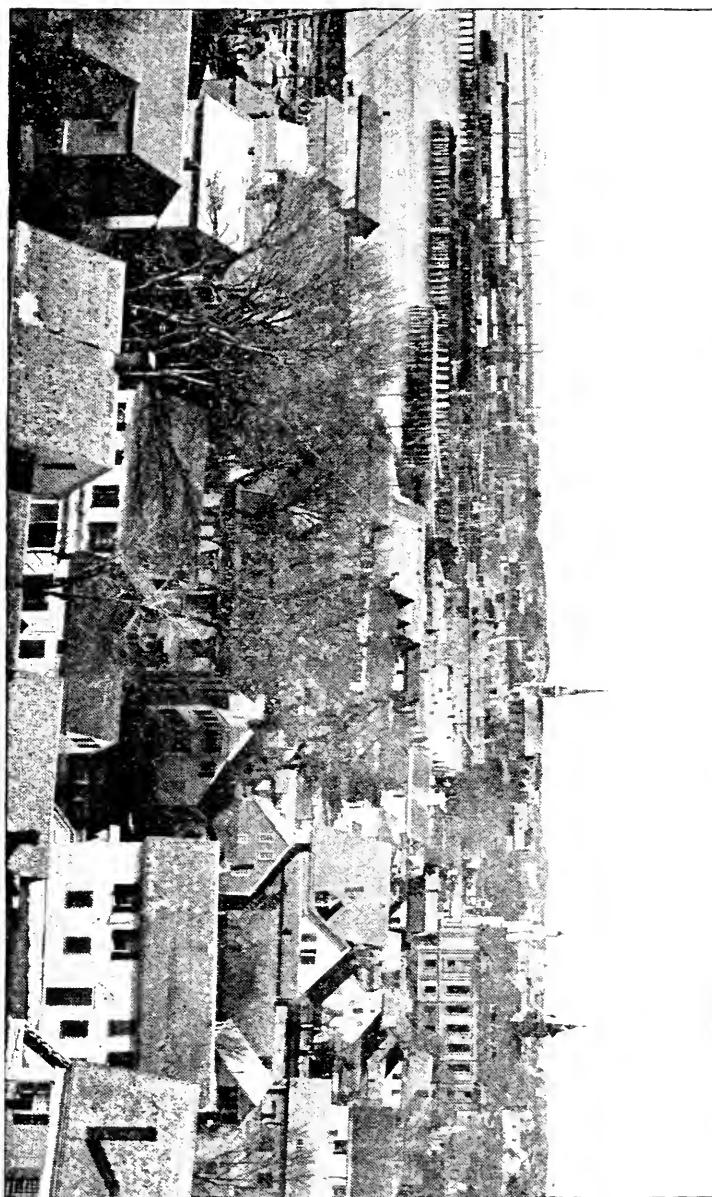
THOMAS, Town Clerk.

A few items from Treasurer's account book, which is headed with these lines: "This book belongs to the precinct of Cap Cod for ye Treasurarys acompts



Provincetown in 1839, from the beach, looking westward.  
Henry Atkins House,  
[From an Old Drawing.]

Provincetown, 1889, from Center Church Belfry, looking west. Centenary Church. Town Hall.



1724." The first entry in the book is dated:

April 24th, 1724. To Cash paid Mr. Samuel Spear for part his Sailyery 10 Shillings. Paid for this book for ye precits acompts 0£— 10s— 6d.

Jan. 12th, 1736. 1½ pint licker 0£ — 2s — 0d corn and molasses by Done 0£— 11s— 6d.

April 13th, 1734. fore curing the School-masters Wife 3 pounds.

In the year 1738 on May 2nd, the following transaction was recorded.

Ye town of Ephrim Done former Trasyer to blong 4£— 15s— 7d. Mr. Sper ordered me to tack out of my rate he od me 2£— 6s— 0d making 7£— 1s— 7d.

---

#### AN OLD DOCUMENT.

Mention is made in the chapter of Historical facts of the boundary line between Truro and the Province lands. The following is a Copy of the original document presented by the committee appointed to define the boundary line.

In Council Octo. 25th, 1714. The report of the Committe for runing ye line between Truro and ye province lands at Cape Codd Viz.—pursuant to an order of the Great and General Court or assises begun and held at Boston the 26th of May, 1714. We the Subscribers being appointed a Committe have made Enquiry for the true bounds or line of division between the lands belonging to the proprietors of ye town of Truro and the province land at Cap

Codd and with the assistance of the Selectmen of said Truro have fixed and settled the said line as followeth Viz. Begining at the Easterly end of a cliff near the cape harbor called by the indians Kexconeoqet and by the English Cormorant hill at a Jaw bone of a Whale set in the ground There by the side of a Red oak Stump & thence Running by & marked ranged Trees near on a north and by west line about half a point more westerly to a marked pine Tree standing by a reedy pond called by the indians Woooknotchsqisset & from thence by marked range of Trees to a high hill on the backside near the north sea with a red ceder post set in the said hill and thence to run in the same line to the sea and runing back on the contrary line to the harbour. Thomas Paine Esq. & Zedekiah Lambert agents for said proprietors were present and Consenting Thereto as witness our hands here to set. The 24th day of Sepr.— anno Dom. 1714— Thomas Mulford, Thos. Paine, Joseph Doane, John Otis, Hez. Purrington, Zed. Lambert, Saml. Knowls, Will Basset. Read & accepted, concord by the Representatives.

Conceted to by J. Dudly. a True copy taken by me Solo. Freeman.

[Having carefully gone over the ranges as laid down in this old document, and with the help of some of the older citizens with their traditions, I have been enabled to fix very definitely this old boundary line. The hill called Kexconeoqet, is the hill on which is now standing the houses of Capt. Daniel Kemp, Henry J. Lewis, George Lewis and

Daniel F. Lewis. Running on the course given brings you to the pond called Woooocknotchsquisset, which is now called Farm pond. This pond, undoubtly, has been filled in a great deal by time, and by the people making meadow and cranberry bog. The high Hill is now known as Oak Head, and the north sea is the depression between that and the beach. Undoubted evidence, both by the configuration of the land and the abundance of water-washed stone, as well as the testimony of the older people, prove that at one time there was a large body of water there, and at a no very distant day. The closing line "to the sea" must mean the ocean proper. If any one should think that the line runs too far to the eastward I would call their attention to the fact that at that time there was very little variation of the compass, if any, while at present, according to the last surveys, there is over a point westerly.— (AUTHOR.)

## SCHOOLS.

In the year 1828, the town was set off into six school districts, six houses were built; two, of which are still standing to-day. District No. 1 is the house now occupied by the Peach family at the eastern end of the town, near Fire Engine house No. 1. The second building, district No. 2. was remodeled and stands on the corner of Conwell and Bradford street, occupied by Mrs. Tempa Winn. These are all that remain to-day. The building used at present by Mr. John D. Hilliard, for putting up prepared cod fish, was used as a school-building during the time the school-house in district No. 2. was being built. District No. 3 School-house was built on the corner of Winslow and Bradford Streets, at the foot of Town Hill, on the South-east side. District No. 4 was at the corner of Prince and Cudworth streets. District No. 5 was located on Cross street, just in the rear of the dwelling-house owned by Captain M. J. Cavanagh. District No. 6 was on Commercial Street, a short distance to the Westward of what is now called West Vine Street, and near the spot where William Newcomb's house now stands. Each

district had a prudential committee of one, appointed to take care and charge of the school-house, provide the fuel for fires, and all other things needed. It was also his duty to call the district together to nominate a school-master for the winter. Usually, the one chosen was the man that had made the poorest season's work fishing. Prior to 1828, their had been private schools taught in several places, but no records of the same have been kept. The location of the places where they were held, cannot be definitely fixed on account of the contradictory traditional statements. One old school-building, however, can be pointed out. The building owned by Charles B. Snow, known as Snow's Block on Bradford Street, was used at one time for school purposes, and called by the dignified title of Seminary. Old records also state, that there was at one time thirteen families at Race Point, and a school-house was built for their use. The sum of fifty dollars was appropriated by the town for the support of that school each year. On February 9th, 1846, it was voted to build a school-house on Long Point, some forty families residing there. This building was one of the last to be removed, and now stands on Commercial Street, near the Post Office. Prior to 1853, there was a High School, where only English branches were taught. This school was held in several different places, one of which, was in the before-mentioned Seminary.

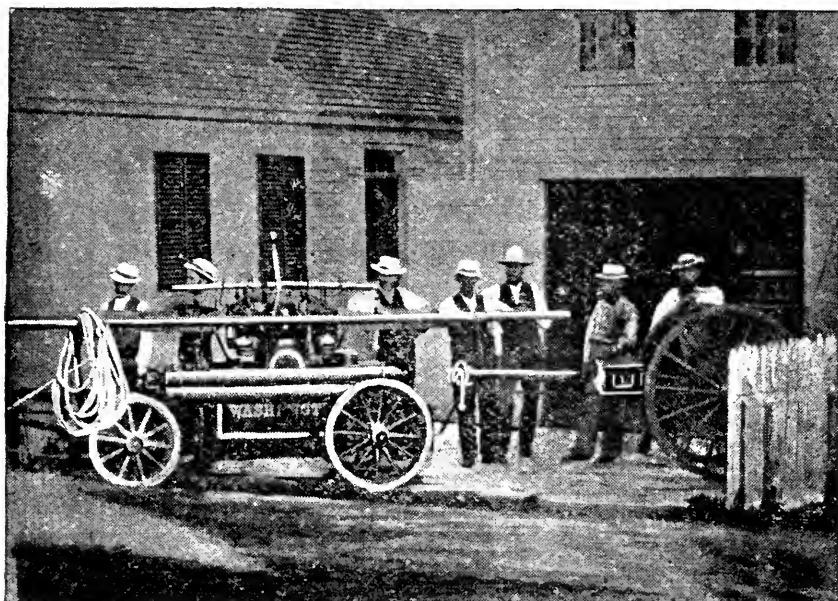
building. When the Town Hall was built, on High Pole Hill, in 1853, the High School was then permanently established, and held in that building, until the building was burned. The school, then, was kept in the vestry of the Congregational Church, until the present High and Grammar School building was erected in 1880, the town appropriating eight thousand dollars for the purchase of land, and the erection of the building. In this school the higher branches are taught in connection with several of the foreign languages.

## FIRE DEPARTMENT.

Provincetown has long been noted for its excellent and efficient Fire Department, and with the recent additions of a Steamer and Chemical it can take precedence over many more wealthy and populous places. Much of its efficiency is due to the board of engineers, and its Chief, Mr. John D. Hilliard, who have used every means possible, for its advancement and welfare. Always prompt at the first alarm, a friendly and wholesome rivalry keeps up the Elan of the organization. It is no small task to run between two and three miles dragging an engine and then be in a state of efficiney to do duty, but such has been repeatedly the case. One particular case will show some of the labors performed by this Department :

On March 4th, 1875, about 7.30 P. M., a severe snow-storm was raging, and the streets were heavily blocked with snow. An alarm of fire was given, which proved to be from a building known as Adams' Hall, a large two-story, wooden building, occupied on the lower floor as a clothing store; the second story was used by the Catholics, as a place to hold church services. Working and hauling the engine

## THE OLD ENGINE, WASHINGTON.



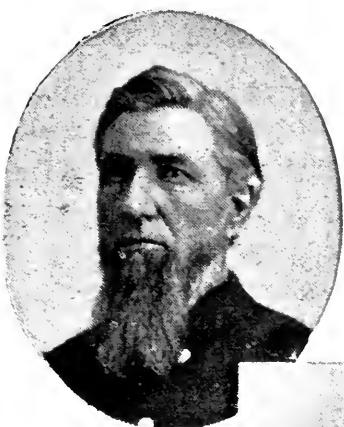
John D. Hilliard, Geo. S. Cook, James Young, Otis Lovering, Isaac Higgins, Lemuel Cook, Nathl. Ayers.

through snow-drifts from two to four feet deep, some of the engines being nearly a mile away, yet when they arrived and were placed, were worked and handled with such skill that the walls of the building were saved, after the roof fell in. A dwelling-house separated from the burning building by scarcely two feet, was hardly scorched. The wall of the burned building stood for a long time, a monument to the skill of our Firemen.

The first movement towards a fire department was made on March 7th, 1836, when at a town meeting it was voted to buy an engine. Mr. Joseph P. Johnson was appointed to make the purchase, and the old Washington was built at the Hunneman Works in Boston, expressly for this place, and after forty years of service is still in good working order, though retired from active service, and given a place in the basement of the Town Hall.

On Nov. 14th, the same year, the town voted to buy thirty second-hand leather buckets, one hundred feet of leading hose, also other necessary fixtures. In 1850 another engine was bought and called the Franklin, which is in active service to-day under the name of Tiger No. 5, it is manned by boys from fourteen to eighteen years, who receive their fire education and then enter the other companies. The lads take great pride in their machine, and at an alarm of fire strive hard to get ahead of the older companies.

In May, 1859, the Board of Engineers was formed with the late E. G. Loring as Chief, followed by Eben S. Smith, who was succeeded by the present incumbent, Mr. John D. Hilliard, who became a member of the board in 1866. The present board consists of five members including the Chief, who received his appointment as Chief in 1870. Clerk, Lysander N. Paine, appointed 1869, George O. Knowles 1877,



Clerk,  
Lysander N. Paine,  
John G. Whitecomb.

Chief Engineer,  
John D. Hilliard.

Geo. O. Knowles,  
Geo. H. Holmes.

**BOARD OF ENGINEERS P. F. D.**

John G. Whitcomb 1877, George H. Holmes 1883.  
The board hold monthly meetings in their rooms in  
the Town Hall.

The date of the addition of the rest of the apparatus is as follows:

Rescue Hook and Ladder Truck, June 3d, 1859.  
Mazeppa Engine, No. 3, Oct. 12th, 1868.  
Excelsior Engine, No. 4, Oct. 12th, 1868.  
Ulysses Engine, No. 1, July 14, 1869.  
Franklin Engine, No. 2, August 22d, 1871.  
Excelsior Chemical, Oct. 17, 1889.  
Steamer J. D. Hilliard, Oct. 17, 1889.

The first attempt to get a steam fire-engine was made at the annual town-meeting in February, 1867, when the town voted \$11,000 to buy one and its appurtenances. This vote was rescinded at a special meeting, and nothing further was done until the annual town-meeting in 1889, when it was voted almost unanimously to buy a Steamer and Chemical.

During the debate on the question in 1869, one strong-headed old fellow, who was opposed to the purchase, clinched his argument with the remark that he believed "cold water would put out a fire as well as boiling water, and there would be no danger of scalding the people around the fire." There is an abundant supply of water at high tide, and the Steamer can put an effective stream from the wharves

to the most remote building, back from the Main street. There are also thirty well reservoirs, twelve tubular wells; the wells furnish a sufficient supply for all practical purposes.

The officers of the different Companies, January 1st, 1890 :

**RESCUE HOOK and LADDER TRUCK, No. 1.**

|           |                    |
|-----------|--------------------|
| Foreman   | James A. Small     |
| Assistant | Joseph A. West     |
| Clerk     | Andrew T. Williams |

**ULYSSES ENGINE, NO. 1.**

|               |                    |
|---------------|--------------------|
| Foreman       | T. Julian Lewis    |
| 1st Assistant | James S. Dill      |
| 2d Assistant  | Charles S. Bickers |
| Clerk         | Fred W. Daggett    |

**FRANKLIN ENGINE, NO. 2.**

|               |                  |
|---------------|------------------|
| Foreman       | James Burnett    |
| 1st Assistant | Fred E. Williams |
| 2d Assistant  | George A. Beatty |
| Clerk         | A. P. Hannum     |

**STEAMER J. D. HILLIARD.**

|                      |                    |
|----------------------|--------------------|
| Foreman              | Joseph W. Cook     |
| Assistant            | Charles P. Rogers  |
| Clerk                | C. Austin Cook     |
| Engine Man           | Samuel McDonald    |
| Assistant Engine Man | William R. Gayland |

|        |              |
|--------|--------------|
| Stoker | Fred F. Cook |
|--------|--------------|

CHEMICAL EXCELSIOR, NO. 4.

|               |                   |
|---------------|-------------------|
| Foreman       | Wallace M. Burch  |
| 1st Assistant | Frank Burnett     |
| 2d Assistant  | L. A. Smith       |
| Clerk         | Stephen A. Childs |

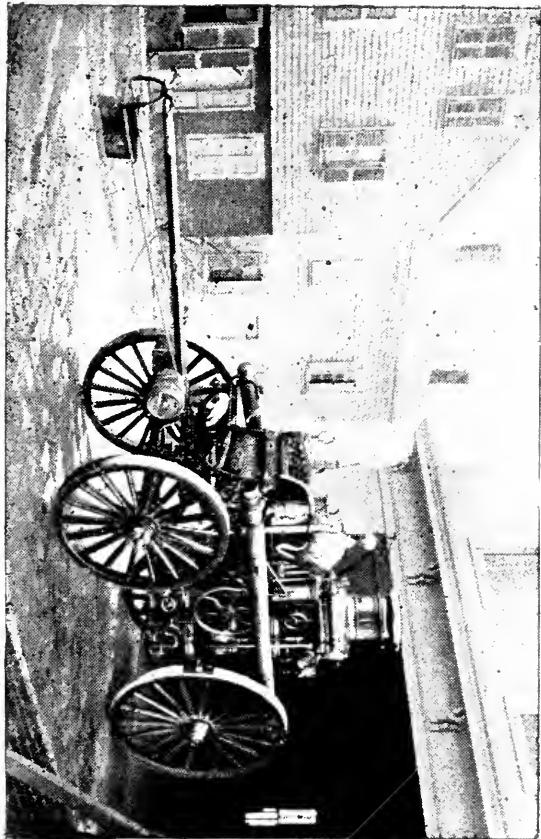
TIGER ENGINE, NO. 5.

|               |                   |
|---------------|-------------------|
| Foreman       | Joshua Paine, Jr. |
| 1st Assistant | Lemuel N. Swift   |
| 2d Assistant  | Oren Cobb         |
| Clerk         | Eddie M. Law      |

The Companies draw pay from the town for fifty members, but there are from sixty to seventy members enrolled in each Company, with the exception of the Hook and Ladder, No. 1. The money paid by the town goes into the general fund, and is spent as the company votes.

Connected with this department is a Mutual Insurance Co., which was established January 3d, 1873, to which all firemen are eligible. Upon the death of a member an assessment of fifty cents is levied, which is kept on deposit till another death occurs. The policy-holders receive the amount within twenty-four hours of the death of a member.

The membership at present is three hundred and twenty. The number of deaths since organized, to January 1st, 1890, have been sixty-three. Amount paid out in benefits \$9,683.50.



STEAM FIRE ENGINE J. D. HILLARD.

## REBELLION OF 1861--1865.

When the first call was made for men to put down the rebellion, some of the Provincetown boys were the first to enlist and quite a number enrolled as nine months' men. All through those dark days they could be found at their posts, never shirking duty, and bravely, whenever called upon to act, proudly defended their country's flag. There was hardly a battle fought, but old Cape Cod, if not Provincetown in particular, was represented. In the navy, also, were some of the best volunteer officers, who had been reared on board her fishing fleets, and Commodore Farragut, in an official report, makes special mention of a Provinceetwn boy.

In that memorable battle, at the mouth of the James River, off Newport News, between the Rebel ram Merrimac and the Union fleet, when the Comberland sank, a Provincetown boy went down in her, fighting his gun manfully to the last. His name was Josiah C. Freeman and to his memory Post G. A. R. have named their Post for him.

The first one who went from this town was Edward Clark, but whose commission as master's mate bears

SOLDIERS' MONUMENT.



ERECTED BY THE TOWN OF PROVINCETOWN.



date May 14th, 1861. He was ordered to the brig Bainbridge, then on the South American Station. The first to go in the army was George E. Crocker, who was mustered into service in the 29th Regiment, Massachusetts Volunteers, May 18th, 1861. He was taken sick in the service and died in 1863; his body was brought here and now lies beneath the shadow of the monument.

This town furnished for the war three hundred men, which was fifty-seven men more than her quota and expended in money \$37,452.

The names of those that were killed or died from disease in the line of duty, are as follows:

#### ARMY.

Thomas J. Gibbons, George Lockwood, Henry A. Smith, George E. Crocker, Jeremiah Bennett, Elkanah Smith, Taylor Small, Jr., John C. Lurten, John W. Hobbins, John R. Smith, Solomon R. Higgins, Joseph King.

#### NAVY.

Josiah C. Freeman, Samuel T. Paine, William E. Tupper, John W. Small, William C. Chipman, Asa A. Franzen.

There had been an Army and Navy Association here for some time, but a charter was obtained and the J. C. Freeman Post 55, G. A. R., was organized with twenty charter members on September 23d,

1884. Since its organization up to January 1st, 1890, it has lost but three members, one by death, one by removal to another state, and one that had formerly been in the navy was discharged.

The Post has a well-furnished room in the Free-man Library building, and holds weekly meetings. The present officers of the Post are:

|                       |                    |
|-----------------------|--------------------|
| Commander             | Joshua Cook,       |
| S. V. C.              | J. Harvey Dearborn |
| J. V. C.              | Freeman A. Smith   |
| Quarter Master        | Seth Smith         |
| Adjutant              | George W. Holbrook |
| Officer of the Day    | Charles W. Burkett |
| Chaplain              | Byley Lyford       |
| Surgeon               | Samuel Knowles     |
| Officer of the Guard  | Thomas Lowe        |
| Q. M. Sergeant        | Paron C. Young     |
| Sergeant Major        | David Cook         |
| Delegate to Dep. Con. | H. P. Hughes       |
| Alternate             | George W. Holbrook |

The Post now numbers fifty members, whose record as copied from their roster is as follows:

George H. Nickerson was born in Centerville, Massachusetts, 1835; enlisted as private in Company E., forty-third Reg. Mass. Voluntary Infantry, was promoted to a Lieutenancy. Discharged at the expiration of service, July 30th, 1863. Present Resi-

dence, Provincetown; occupation, photographer.

George Allen was born in Provincetown, 1844. entered the service in Company I. third Mass. Cavalry, rose to the rank of Sergeant was discharged; September 28th, 1865; at the expiration of service; present residence, Provincetown; occupation, lumber dealer.

Joshua Cook born in Provincetown, 1843; entered the United States Navy as master mate promoted to Acting Ensign. Discharged at his own request. Residence, Provincetown; occupation, ship carpenter.

Freeman A. Smith born in Provincetown, 1833: enlisted as private in Company H. fifty-fifth Mass. Infantry. Discharged July 14th, 1865; at the expiration of service. Residence, Provincetown; occupation, janitor.

Alexander Gayland born in Bath, North Carolina. August 17th, 1828; enlisted as private in Company I. forty-seventh Mass. Infantry. Discharged September 1st, 1863; at the expiration of service. Residence, Provincetown; occupation, mechanic and contractor.

J. Harvey Dearborn born in South Ware, N. H., March 15th, 1831; enlisted as private in Company G. 16th N. H. Infantry. Discharged August 20th, 1863; at the expiration of service. Residence

Provincetown ; occupation, paper hanger and dealer in periodicals.

Seth Smith born in Baldwin, Maine, March 20th, 1837 ; entered the service as private March 11th, 1864 ; in the sixteenth Mass. St. Art. attached to the twenty-second Army Corps, was at the defence of Washington during the three days' fight with the Rebel General Early in his attack upon the forts. Discharged as Corporal June 27th, 1865 ; at the expiration of service. Residence, Provincetown ; occupation, town clerk and treasurer.

Raymond Ellington born in Lexington, Kentucky, 1841 ; enlisted as private in Company A. thirty-third Mass. Infantry, August 5th, 1862 : was transferred to the third Mass. Cavalry, promoted to Adjutant ; resigned February 5th, 1865. Residence, Provincetown ; occupation, depot master, Old Colony Railroad.

William H. Hammond born in Busselton, Pennsylvania, 1821 ; enlisted as private in Company H. fifty-sixth Mass. Infantry. Discharged January 30th, 1865 ; for disability. Residence, Provincetown ; occupation, landscape gardener, and is a pensioner.

Paron C. Young born in Provincetown, 1838 ; entered service as private in Company I, 3d Mass. Cavalry June 4th, 1864. Was present during the "Wilder ness" fight, and was shot through the throat by a minie-ball, at the battle of Cedar Creek, Virginia ;

was discharged on account of wound, July 2nd, 1865, Residence, Provincetown; occupation, postmaster, and is a pensioner.

Nathan S. Hudson born in Provincetown, 1837; entered the service as private in Company H., fifty-sixth Mass. Infantry, June 4th, 1864. Discharged May 18th, 1865, for disability. Residence, Provincetown; occupation, laborer, and is a pensioner.

Charles W. Burkett born in Province town, 1844; enlisted as private in Company H. fifty-sixth Mass. Infantry. Discharged on surgeon's certificate of disability, June 15th, 1865. Residence, Province town; occupation, mechanic and dealer in pumps.

John Connelly born in Galway, Ireland, 1820; enlisted in the army, was assigned to Company C, twenty-second Mass. Infantry; was transferred to the Navy, and discharged for disability September 1st, 1865; is an invalid pensioner. Residence, Provincetown.

David Cook born in Provincetown, 1837; enlisted as private in Company E, forty-third Mass. Infantry, September 26th, 1862; re-enlisted in Company A. third Mass. Cavalry, was discharged September 28th, 1865, at the expiration of service. Residence, Provincetown; occupation, book agent.

Joseph P. Bickers born in Nova Scotia, 1835; enlisted September 8th, 1862; Company K. fiftieth Reg. Mass. Infantry. Discharged at expiration of

service, August 24th, 1863. Time of service, nine months. Residence, Provincetown; occupation, ship joiner.

Michael A. Parker born in Provincetown; entered the service as private in Company H, fifty-sixth Reg. Mass. Infantry, January 4th, 1864. Discharged May 24th, 1865, at expiration of service. Residence, Provincetown; occupation, wood sawyer, and is a pensioner.

Manuel Williams born in Pico, Azor Islands, 1821, entered the service as private in Company H, fifty-sixth Reg. Mass. Infantry, was promoted to corporal. Discharged at the expiration of service. Residence, Provincetown; occupation, fisherman.

George W. Holbrook born in East Boston, April 23d, 1844; enlisted as private in Company C, twenty-fifth Reg. Mass. Infantry, October 30, 1861; promoted to corporal. Discharged December 16th, 1863; re-enlisted December 17th, 1863, in Company A. Veterans, promoted to sergeant, was mustered out at the close of the war July 30th, 1865. Residence, Provincetown; occupation, passenger conductor Old Colony Railroad.

Charles C. Wyman born in Manchester, N. H., 1857; entered service as drummer boy of Company K, sixth N. H. Infantry. Discharged July 15th, 1865, at the close of the war. Residence, Provincetown; occupation, section boss Old Colony Railroad.

James R. Atwood born in Provincetown, 1846; entered the Navy as landsman April 29th, 1861; was on board the Frigate Congress in the fight with the Rebel Ram Merrimac, off Newport News, when the Congress was sunk. Discharged February 18th, 1863. Residence, Provincetown; occupation, master mariner.

Nathaniel W. Freeman born in Provincetown, 1842; entered the navy February 12th, 1864; as master's mate, served till May 17th, 1865 and resigned. Residence Provincetown; occupation, mariner.

Charles H. Marston born in Barnstable, 1842; entered the service as private in Company A, third Mass. Cavalry, January 4th, 1864. Discharged September 28th, 1865, at expiration of service. Residence, Provincetown; occupation, master mariner; employed in the whaling business.

Reuben W. Rich born in Provincetown, 1832; entered the service as private in Company H, fifty-sixth Mass. Infantry, February 17th, 1864. Discharged July 21st, 1865; expiration of service. Residence, Provincetown; occupation, mariner.

Samuel Knowles born in Truro, February 26th, 1831; mustered into service July 27th, 1862, in Company A, thirty-third Reg. Mass. Infantry. Discharged May 24th, 1863, for disability. Residence, Provincetown; occupation, dealer in flour and grain, and keeper of livery.

John P. Grozier born in Truro, 1840 ; entered the service September 20th, 1862, as private in Company E, forty-third Reg. Mass. Infantry. Discharged at expiration of service July 30th, 1863. Residence, Truro ; occupation, farmer.

William W. Smith born in Barnstable, 1826 : entered the service as private in Company I, forty-seventh Reg. Mass. Infantry ; promoted to corporal. Discharged September 1st, 1863, at expiration of service. Residence, Provincetown : occupation, boat builder.

Byley Lyford born in Dover, Me., August 1st, 1832 ; enlisted as private in Company K, thirty-fifth Reg. Mass. Infantry August 1st, 1862 : was at the battle of South Mountain, September 14th, 1862 : at Antietam September 17th, 1862 : and in that battle was wounded in the arm by a bullet. Discharged by reason of the wound December 7th, 1862. Residence, Provincetown : occupation, house carpenter.

Philip Freeman born in Fayal, Azorean Islands, 1846 ; entered the service as private in Company I, fifty-sixth Reg. Mass. Infantry. Discharged at expiration of service, May 29th, 1865. Residence, Provincetown ; occupation, seaman.

Levi B. Kelley born in South Yarmouth, 1827 ; entered service as pilot in the United States Navy November 20th, 1864 ; promoted to Acting Ensign. Discharged September 16th, 1865, at expiration of ser-

vice. Residence, Provincetown ; occupation, seaman.

James Cashman born in Liverpool, England, 1825 ; enlisted as private in Company I, third Mass. Cavalry January 5th, 1862. Discharged at expiration of service September 28th, 1865. Residence, Provincetown ; was keeper of Race Point Light for fifteen years, but now retired. Received a gun-shot wound at the battle of Winchester, Va., and receives a pension.

John Rosenthal born in Alsace, under the French government in 1833 ; came to this country in 1853 ; enlisted in the United States Army, in Baltimore, in October 26, 1854 ; was assigned to the 5th Reg. Regular Infantry, was sent to Texas against the Comanche and Lepreau Indians ; in 1857 was with General Harney, in Florida, engaged against the Seminoles, under Chief Billy Bowlegs. In the fall was ordered to Utah, against Brigham Young and the Mormons. In 1859, with General Canby, was in New Mexico where he served two years against the Navajo Indians. At the breaking out of the Rebellion was in Texas under General Sibley ; was promoted to Sergeant Major of the Regiment ; In 1864 appointed by the Secetary of War, Ordnance Sergeant in the United States Army, and placed in charge of the batteries at Long Point, Provincetown Harbor. He remained in charge of the batteries twelve years, when he was ordered to Fort Selden, New Mexico,

where he was stationed for two years. He was then sent to Standing Rock Agency, Dakota, and served there until 1885, when he was ordered to Fort Preble, Me.; here he served for three months, when for long and faithful service in the United States Army, he was placed on the retired list of the Army; when in Dakota, he helped organize the first G. A. R. Post in the territory, the George A. Custer Post, No. 1, was Inspector General of the department, and aid de Camp to the Department Commander. Residence, Provincetown; occupation, secretary of the Nickerson Oil Works Co., at Herring Cove.

Thomas Lorne born in Charlestown, Mass., 1830; entered the service as private in Company A, thirty-third Reg. Mass. Infantry, July 20th, 1862, was transferred to Company I, third Mass. Cavalry; promoted to sergeant. Discharged at the close of the war as quarter-master sergeant May 20th, 1865. Residence, Provincetown; occupation, keeper of Wood End Lighthouse.

Hezekiah P. Hughes born in North Truro, 1838; entered the service as private July 28th, 1862; was assigned to Company A, thirty-third Reg. Mass. Infantry; was transferred to Company I, third Cavalry; promoted to second Lieutenant. Discharged at expiration of service June 13th, 1865. Residence, Provincetown; occupation, dry goods merchant.

James A. Small born in Truro, Februay 14th,

1840; enlisted from Truro August 5th, 1862, as private, assigned to Company A, thirty-third Reg. Mass. Infantry; transferred to the forty-first Reg. Infantry; which was reorganized as third Cavalry; promoted to sergeant major of Company I; mustered out of service at Falls Church, Va., May 22nd, 1865. Residence, Provincetown; occupation, grocer and ship chandler, and one of the board of selectmen.

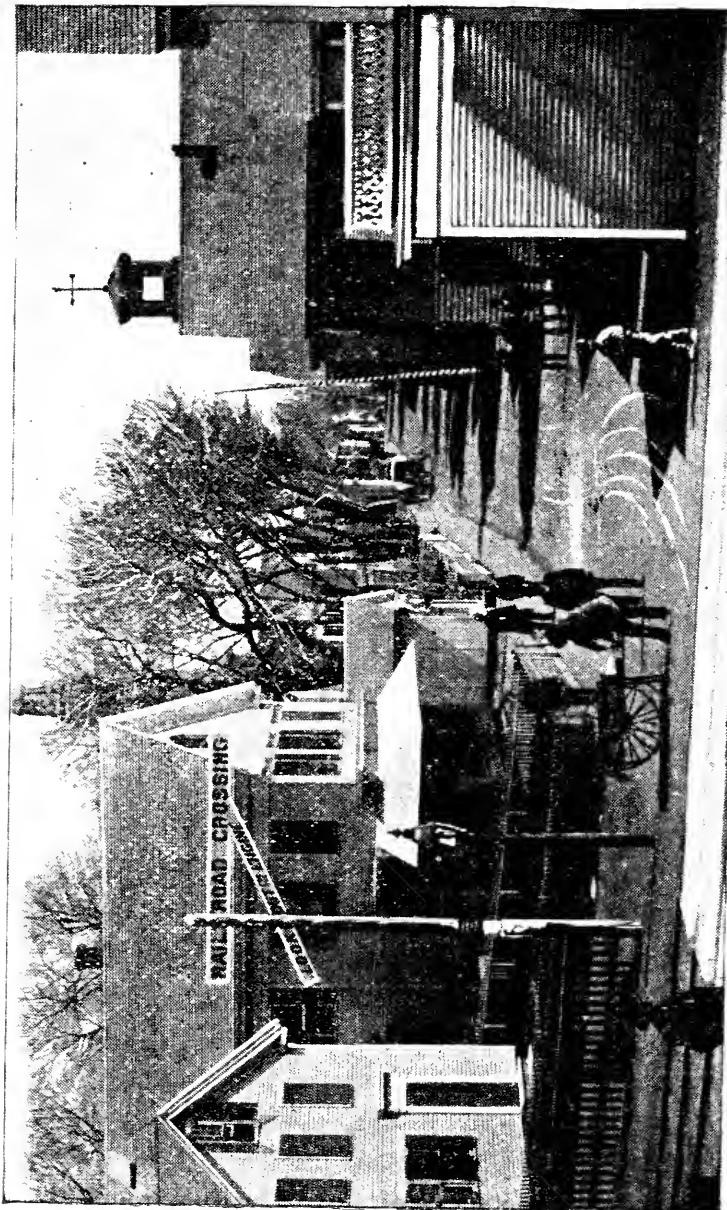
George O. Brown born in New Hampshire, 1846: enlisted as private in Company E, thirty-first Maine, Vol., September 19th, 1863. Discharged at expiration of service, September 20th, 1865. Residence, New Bedford, Mass.; occupation, employe Old Colony Railroad.

N. Frank Lane born in Wellfleet, 1842; enlisted as private and was assigned to Company D, Frontier Cavalry, December, 1864. Discharged July 16th, 1865, by the disbandment of Company. Residence, Charlestown, Mass.; occupation, employed in the Navy Yard in the sail-making department.

Daniel McCrillis born in Boston August 9th 1845; enlisted in 1863 for three years, or during the war, as private; was assigned to first Mass. Veteran Cavalry Company B. Discharged at the close of the war; was in active service at the "Wilderness" fight and in the Shenandoah Valley under Gen. Sheridan till the surrender of Gen. Lee, and the close of the war. Residence, Wellfleet; occupation, mariner.

Post Office Building.

Railroad Crossing, looking East. A. F. Small's Dwelling and Store.



Albert Taylor born in Yarmouth, Mass., 1842; entered the service February 23d, 1864, in Company G, twenty-fourth Reg. Mass. Infantry, as private; was wounded in the right arm, at Petersburg, Va. Discharged September 16th, 1865. Residence, Yarmouth; occupation, laborer, and is a pensioner.

Joseph W. Tuck born in Boston, September 8th, 1824; entered the United States Navy as sailing master, commission dated August 14th, 1861; was assigned to the Colorado, afterwards transferred to the Commodore McDonahue as executive officer and subsequently placed in charge; was present at both bombardments of Fort Sumter and at Stone Inlet; assisted at the capture of the blockade-runner John C. Calhoun, alias Cuba, off South Pass, Mississippi River, and was put on board as Prize Master, brought the prize safely in; was appointed Harbor Master, at Port Royal, S. C., which position he held until the close of the war. Discharged Dec. 15th, 1865. Residence, Provincetown; occupation, retired.

William F. Peirce born in Sandwich, 1841; entered the service as seaman in the United States Navy August 17th, 1864. Discharged August 22d, 1865, by orders from Washington. Residence, Buzzards Bay; occupation, employe Old Colony Railroad.

Sumner Bragdon born in Boston, January 8th, 1839; mustered in as private July 20th, 1862, promoted to sergeant. Discharged as sergeant of Com-

pany I, third Mass. Cavalry, at the close of the war, May 20th, 1865. Residence. Provincetown: occupation, mechanic.

C. E. Stinchfield born in Brunswick, Me., 1841: mustered into service in Company I, eighth Me. Vol. September 7th, 1861: mustered out at the expiration of service March 27th, 1866. Residence, Wellfleet: occupation, shoe-maker.

Isaiah Snow born in Truro, 1838: entered the service as private September 2nd, 1862: was assigned to Company E, forty-third Mass. Infantry. Discharged at expiration of service July 30th, 1863. Residence, Truro: occupation, travelling salesman.

Daniel Cole born in Wellfleet, Mass., March 26th, 1844: enlisted at Quincy, Illinois, November 1st, 1864, as private: was assigned to the twelfth Reg Ill. Infantry, Company K, fourth division, fifteenth Army Corps: was discharged at Louisville, Kentucky, July 10th, 1865. Took an active part in the campaign in Tennessee, under General Thomas; was sent to Morehead City, N. C., actively engaged at the battle of Kingston, had gun shot out of his hand and equipments shot away, but not wounded. Sent to Gouldsboro, N. C., March 23d, 1865; remained with regiment until discharged: was present at the general review of troops at the close of the war at Washington, D. C. Residence, Wellfleet: occupation, keeper of Cahoon's Hollow United

States Life Saving Station.

E. C. Peck born in Groton, Vermont, May 29th, 1840 ; entered the service as private in Company K, third Vermont Infantry, June 20th, 1861 ; was promoted to a first Lieutenancy, thence to Captain of the Company. Discharged for disability brought on in the line of duty January 19th, 1862. Residence, Provincetown ; occupation, physician and surgeon.

Charles G. Thompson born in Waternich, Sweden, 1829 ; entered the service December 24th, 1863, in Company H, fifty-sixth Reg. Mass. Infantry. Discharged at expiration of service June 9th, 1865. Residence, Portland, Me. ; occupation, seaman.

John Connelly born in Castle, Bellingham County, South Ireland, 1836 ; enlisted from this town and was mustered into service January 5th, 1864 : assigned to Company B, third Mass. Cavalry ; promoted to corporal, and was mustered out at expiration of service September 26th, 1865. Died November 23d, 1887, from lung disease, contracted while in the line of duty from exposure. Aged fifty-one years, leaving a widow, two sons and a daughter.

Thomas V. Mullins born in Halifax, N. S., August 11th, 1835, came here a mere lad and apprenticed himself to the blacksmith's trade ; enlisted Decem-

ber 25th, 1863, in Company H, fifty-sixth Reg. Mass. Vol. Infantry, as private. Discharged as corporal July 1, 1865; at expiration of service, was with the Army of the Potomac until the surrender of Lee. Present residence, Race Point, and keeper of the Light at that place.

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NOTE.—The Thirty-third Mass. Infantry was the regiment to which quite a number of Provincetown boys were assigned upon enlistment; this regiment was made the Forty-first Infantry, and later on in the service was organized into the Third Cavalry.

NOTE.—Since the manuscript has been finished up for the printer, past Commander of the Post, Lieutenant George H. Nickerson has passed away to join his comrades. He died April 11th, 1890, of heart disease, leaving a widow and a little adopted daughter. The Post, in his death, also lose one that had done much for the success of that organization.

RECORD OF PROVINCETOWN BOYS NOT MEMBERS  
OF THIS POST.

Parron C. Paine enlisted in April, 1861, in the 1st Reg. Mass. Vols.; commissioned May 22d, 1861; mustered into service June 15th, 1861. It was the first three years Volunteer Regiment that reached Washington after passing through Baltimore on the ever memorable 17th of June, when the attack on the Northern troops was made, the anniversary of the battle of Bunker Hill. It was mustered out of service, May 26th, 1864. Mr. Paine's residence is in Boston, and he holds a position in the Post Office Department.

John E. Smith enlisted in Provincetown January 2nd, 1864; was assigned to Company H, fifty-sixth Mass. Vol. Reg., Col. Charles E. Griswold. Discharged at Readville, Mass., July 22d, 1865. This Regiment took an active part in the hard-fought battles of the "Wilderness" from May 6th, to June 17th. In August he was taken sick and sent to the hospital, at City Point, Va., from thence to New York. When he got well he returned to his Regiment at Fort Hayes, in front of Pittsburgh, Va. At the opening of the spring campaign April 2d, 1865, he followed up Lee's army until the surrender on the 9th, after which, he was detailed as Clerk, at Regimental Head Quarters. There is certainly a mistake in the State Records of Mass. Vol. Soldiers, for the records say that he died of wounds, in a Philadelphia Hospital; when at present, he is alive and well at Bordentown, N. J.; engaged in the photograph business.

Rawlins T. Atkins born in Provincetown; he enlisted as private at the breaking out of the war, was assigned to the Mass. first Reg. Vol., was discharged as sergeant. He received a commission as second Lieutenant November 21st, 1863, and recruited a company here which was attached to the fifty-sixth Reg. Mass. Vol.; was promoted to first Lieutenant January 21st, 1864, and discharged February 17th, 1865, for disability. He at present is in the Soldiers' Home, at Togus, Maine.

## WRECK OF THE ENGLISH FRIGATE SOMERSET.

About one mile westward from the Peaked Hill Life Saving Station, buried beneath the sands, lies the wreck of the English Frigate Somerset. A stone bound-mark has been placed near the spot, but the wreck lies buried some twenty feet in the sand. This vessel has a history intimately connected with Provincetown. Authentic records give the information that she was a third rate frigate, built in Chatham dock-yards, England, and launched July 18th, 1748, and carried sixty-four guns, thirty-two, eighteen, and twelve pounders. In 1774 she left England for the North American Station, returning to London in 1776. Left England again in 1777 to take an active part in the war of the Revolution: was present at the bombardment of Charlestown, being stationed the third ship up the river in the line, and covered the landing of the British troops, when the battle of Bunker Hill was fought. The poet Longfellow mentions the fact in one of his poems. Commanded by the notorious Capt. Bellamy, who took every means to annoy the people of the defenceless coast, she often made

a rendezvous in Provincetown harbor and levied on the people for supplies, and instead of paying for the same in money, would allow his chaplain to come ashore Sundays and preach to the people, giving that as an equivalent for the eggs, butter and fish taken from the citizens. Such was the dread of seeing the vessel that mothers would tell their refractory children that the frigate would carry them off if they did not mind their parents. Such threats would cause the most incorrigible to mind. The people here were entirely unprotected during the Revolution, and the English held complete sway over the place. At length, one day the citizens saw the frigate, which had been absent for some time, returning, chased by some French men-of-war. The wind was blowing heavy from the north, and the Somerset was trying to make this port for safety. Being unable to weather Race Point, in tacking ship, she miss-stayed and struck on the outer bar; the French vessels seeing her ashore, fired a few shots at her, and tacking ship stood out to sea and safety. The beach was soon lined with the citizens, who tried to save the lives of her crew, with all the means that lay in their power, though they were their enemies. On board the ship, boats were launched, but they were dashed to pieces alongside, and those that were in them drowned. Guns, shot, and other heavy articles were thrown overboard, her masts,

that had been broken off near the deck, were cut adrift, and finally, at high water, the strained and leaking hulk was driven, by the force of the wind and seas, over the bar and up on the shore, where those that were alive of her crew, were rescued by the people, and held as prisoners of war. Word was sent to Truro and a company of Militia from that place, with a company here, under the command of Captain Enoch Hallett, of Yarmouth, took the prisoners to Barnstable, and thence to Boston, with the exception of one, whose history will be given further on. Colonel Abijah Doane, of Wellfleet, was put in charge of the wreck, but such was the feeling among the people, on account of the treatment they had received, that almost every one tried to get what they could out of the wreck, to partially pay them for what they had previously been paid in preaching and prayers, that the laws of *Mercantile Toun* were disregarded. After a while a sheriff was appointed to take charge and what material was saved a salvage was paid on. What few guns that were on board were landed and afterwards used in some of the fortifications along the coast. Fire was set to the hull, but only a small portion of the upper-works and deck were burned. After the hulk was abandoned by the authorities, occasionally a beach-comber would try to get some of the iron-work, but in most cases they were poorly paid for their labor.

As the years rolled by, the ever-shifting sands of the Cape buried her from sight. During the winter of '85 and '86, at a very high course of tides and a succession of north-east gales prevailing, the beach was so cut away that a portion of the charred timbers and planking were exposed. For upwards of fifty years it had been buried, and tradition only told somewhere near the spot of the wreck, but there could be no mistake as to its identity ; those heavy, massive timbers and the six-inch planking of live oak with portions charred by fire, the port-holes and general build told plainly that it was the almost forgotten wreck of the *Somerset*, that had been lying there for over a century. For some months hundreds of people visited the wreck and cartloads of timber, planking and iron bolts, more or less corroded by time and salt water, were taken from it and brought to town : transformed into canes, vases, models of vessels, watch charms, etc., as mementoes of the craft. By digging the sand away a large portion of the hull was laid bare. Gunpowder and wedges tore the planking and timbers apart, but work could only be carried on at low water, the incoming tide would wash in the sand, and all the digging would have to be done over again. Finally, the beach shore began to make out again, and soon the old hulk was buried from sight, there to remain till the ever-shifting sands of the Cape, perhaps in a century more, dis-

close her again : beach grass is growing over her and she lays some distance from high water mark. In Pilgrim Hall, Plymouth, is a large block of wood which was formerly one of her bitt heads ; it is about fourteen inches square, with the holes where the mainstays went through ; it is clear from rot and almost as hard and firm as iron. A citizen of this place presented it, with a short description of the wreck, for which he was rewarded by a diploma from the Pilgrim Society. The date of her wreck was November 3d, 1778. Parties can be found that can show the exact location of the wreck at the present time to visitors, souveniers, articles of various shape and form made from the wood, can be found in almost every store in the place, they are authentic and can be had at very reasonable prices. Mention has been made of one of her crew, that was not taken to Boston with the rest of the surviving crew. The ship's surgeon, Dr. William Thayer, was paroled and stayed here, to give aid to the people ; he practiced both here, and in the adjoining town of Truro. In one of his visits to that place, he became acquainted with one Susan Rich, which ripened into love and they were married, the Doctor taking up his abode in Truro. To this couple four daughters were born, Anna, who married Reuben Rich, Wellfleet ; Phebe, who married Elisha Newcomb, of Truro ; Susan, who married Simon Hopkins, of Wellfleet and

Rachel, who was never married. Of the three first, there are direct descendants living here and in Truro to-day. These records are authentic, having been received from a direct descendant.



REMAINS OF THE SOMERSET BY MOONLIGHT.

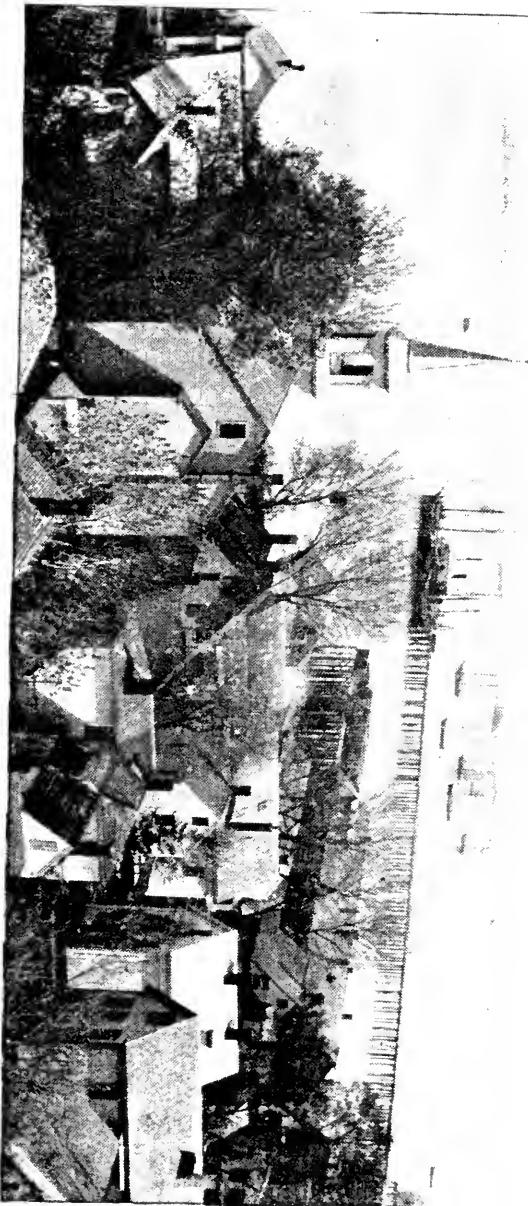
## LONG POINT.

This narrow strip of sand which forms the extreme end of Cape Cod was at one time quite thickly settled, there being thirty-eight families residing there permanently. The first building that was put up there was built by John Atwood, and occupied November, 1818. Prince Freeman, Jr., built the second, and Eldridge Smith the third. The nearness to the fishing grounds, and the abundance of fish that could be taken from the shore induced many families to locate there. Prince Freeman, Jr., now living, was the first child born on the Point : he was born November 7th, 1822.

When the school-house was built in 1846, there were sixty scholars attended, and the inhabitants numbered over two hundred. The adult population were engaged in fishing, and the manufacture of salt. Eldridge Nickerson built the first set of works, which comprised about three thousand feet : others were built, and at one time there were six mills for pumping water for about seven or eight thousand feet of works, with an annual out-put of between five and six hundred hogsheads of extra quality of salt.

*Harbor View, Long Point in the distance, from Town Hill.*

*Matheson's Wharf.*



Fishing from the shore was carried on extensively with sweep seines, catching plenty of mackerel and shad: bass also were taken in large numbers. As many as seventy-five barrels of white shad have been brought ashore there at one haul; Mr. John Atwood caught that many, three years in succession, and on the same day of the month. These fish brought a good price, selling for sixteen dollars a barrel of two hundred pounds: the seines were all knit by hand; the women, for the most part, did the knitting. There were over twenty boats engaged in cod-fishing, and they would take from forty to sixty quintals to a boat during the spring season: there was no fresh water on the point, plank cisterns were laid and afterwards some were made of cement. During a long protracted drouth, the drinkable water had to be brought from the town in barrels.

The first school that was kept there, was kept in the lighthouse, about 1830; there were only three children, who were taught by Miss Hannah Sanborn, who afterwards married Deacon John Dyer, a well-known citizen, who was a mover of buildings, and moved about all of the buildings from the Point over to the town. John Atwood built a wharf on the north side of the point, which is standing to-day, used by the Cape Cod Oil Works, the only buildings now left excepting the lighthouse.

About the year 1850, some families moved off, and

each year increased the number so that at the breaking out of the Rebellion, there were but two houses left, besides the school-house, which was also used as a church, preachers from the town coming over occasionally Sundays and holding service.

The ruins of two sand batteries that were put up during the war of '61—'65 are still to be seen; a company of soldiers were stationed there, under the charge of John Rosenthal, who had the officers head quarters in the last dwelling house left on the Point. The men were quartered in barracks built for the occasion.

Nearly all of the houses were moved on scows and were placed at the western end of the town, near what is now called Gull Hill. About the last building was the school-house, which now stands on Commercial Street, a few doors east of the Post Office.

Government now lays claim to all the lands on the Point; some attempts have been made by those that once lived there to get pay for the land they left, but no one has succeeded as yet. No industry is carried on there but the Cape Cod Oil Works, and no fish of any amount have been taken there for many years, except a few cod off Wood End Light-house.

## THE WHALING BUSINESS.

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### INCIDENTS AND ANECDOTES OF THE BUSINESS. DESCRIPTION OF WHALES AND WHALING.

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The whaling business of this place, that at one time was second in importance of any place where the business was carried on, has fallen off so that at present there are but seven vessels employed. In the early settlement of the place, whaling was carried on from the shore by boats. Right whales then used used to visit this harbor, but it has been many years since one was taken here. As the whales became scarce, vessels were fitted out, and the industry grew until a fleet of fifty-six vessels,—barques, brigs, and schooners,—went from this port. The most of the officers, and some of the crew were citizens of the place. The sperm whale was the one most sought for, on account of its oil being of more value than any other specie. The spermaceti whale, or sperm, as they are called by whalemen, are the highest type of the cetacean. Their oil is of the

finest kind, and brings the highest price of any in the market. The sperm is the only whale having teeth, and those are only in the lower jaw; in the upper jaw there are cavities, into which the teeth fit snugly when the jaw is closed. These teeth are fine ivory, but do not command a great price in the market only as curiosities, for they will discolor with age, which unfits them for use in any of the arts for which ivory is employed. The habitat of this specie of whale, in the North Atlantic Ocean, is on the coast of Central America, the borders of the Gulf Stream, on what is called Hatterras and Charleston Grounds, off Cape DeVerde Islands and several other places in the North Atlantic, known to whale-men as the Cornell, Twelve-forty, etc. The principal food of this whale is the squid or cuttle-fish, that are plenty in the warm waters of these grounds. The yield of oil in a full-grown whale will be about one hundred barrels; from one-third to one-half will be contained in the head. One peculiarity of this specie is the case, so called. This is a cavity in the head, from which clear oil is bailed with buckets, amounting sometimes to twelve or fifteen barrels. This makes the best of oil, and only requires heating so that it will not become rancid. The junk, which is the huge cheeks and lips, yield oil very freely, and as they are part of the head are counted as such. These whales are not, as a general thing, much for

fighting, seeking safety rather in flight, but occasionally a lone bull, that has been driven out of the school or herd, is fallen in with, and his ugly disposition, made more sour and morose by the want of companionship, makes him an ugly customer to deal with, often charging on the boat and crushing it like an egg-shell with his ponderous jaw, leaving the whalers minus boat and gear and lucky if they escape with their lives.

A story is often told, by old whalers, of a whale of this kind, who was well known by old veterans by the name of Moby Dick, who made his home and cruising ground off the west coast of South America. Nearly every New Bedford and Nantucket whaler had had an encounter with him, and were worsted in the battle, Dick always coming off conqueror, until as last no one cared to risk an engagement with him. When the explosive bomb lance was invented, an old Nantucket skipper, who had suffered severely in several encounters with Dick, swore that he would have revenge, and the bomb lance was just the thing to do it with. Accordingly, laying in a good stock of the article, sailed on his voyage to the Pacific. Arriving at Talcuhano, Chili, a great rendezvous for whalers, he there fell in with some of his old chums, and told them that he was going to capture Dick, if he did not get another whale. His comrades laughed and tried to dissuade him, but the old veteran was

not to be bluffed. Sailing, he soon reached the whaling-grounds, and for a long time cruised without seeing Dick, and he began to fear that the whale had left the grounds or had died, and he would lose his revenge. One bright, sunny morning, the look-out at the mast-head sung out, "There she blows!" "Where away? "Broad on the lee bow." The ship was kept off before the wind, and run down towards the whale, when it was soon discovered to be the long sought for Moby Dick. The boats were lowered, whale-guns and bomb lances were placed in them, and everything made ready for the battle. The whale paid no attention to the boats, so the captain pulled up close to him, and instead of fastening in the usual manner, fired a bomb lance into him. This new specie of warfare, seemed to take the whale by surprise, as it was something new to him, but his aggressive nature asserted itself, and he charged upon the boat with his usual fury. The mate's boat coming to the rescue, fired another shot, which took his attention from the captain, and the mate was charged upon, to be relieved in turn by the captain. This kind of warfare was kept up, and when seven lances had been shot into him, every one of which took effect, he rolled fin out,—dead. Brought alongside and stripped of his blubber, but a small quanity of oil was made. In whalemen's language, he was what is called a "Dry Skin." Twenty-three har-

poons were found imbedded in his flesh, bearing the names of eighteen different vessels, showing who had been in engagements with him. The other five were so corroded by time, that it was impossible to decipher the marks on them. The largest whale of this specie ever known to be taken, was by the bark Wave, of New Bedford, Capt Briggs, which made one hundred and sixty-five barrels, fifteen gallons of oil. Capt. Wm. Curran, of this place, took one that made one hundred and fifteen barrels, and lost the entire head and junk; had all been saved it would doubtless have been as large, if not larger, than the one taken by the Wave.

#### AMBERGRIS.

A valuable secretion is found in this specie of whale, called Ambergris. This is found in hard bunches in the whale's intestines: it is of a dark chocolate color, and in most cases the specific gravity is greater than water, though there are cases where it has been known to float. It is one of the best known articles, as a base on which to fix perfumes, and is largely used in France for that purpose. A good article is worth more than its weight in gold, or at present prices about two hundred dollars a pound. It has a strong pungent odor, but by no means unpleasant. Its formation is not fully known, but is supposed in some way to be connected with the food this specie eats. The short, sharp bills of

the squid or cuttle fish irritating the bowels, causing this fungus growth. It is most frequently found in whales caught off the coast of Central America, where the squid are of small size. It is generally found in lumps weighing from five to fifteen pounds; occasionally, though the cases are very rare, pieces have been found weighing as much as one hundred pounds.

#### A LOST FORTUNE.

Schooner Monteguma, of this place, while engaged in sperm whaling on the Mosquito Coast, Central America, killed a large sperm whale. In "cutting in" the whale, the spade struck a hard substance, which upon further investigation proved to be a large piece of ambergris, somewhat larger than a quarter barrel, and judged to weigh over one hundred pounds. The wind was blowing heavy at the time, and the sea rough; all hands were excited over the find and due precaution was not taken to secure it; in hauling it on board the vessel it slipped from the slings, and falling between the whale and vessel, slowly sank from sight in sixty fathoms of water. At the price of the article at that time, the crew had the mortification of seeing over twenty-five thousand dollars sink slowly from their possession. A dead whale drifted ashore on one of the West India Islands. A negro at work on the whale found a small piece; he had heard of ambergris but knew nothing

of its real value. Saving it, he offered it for sale to a trader, who generously (?) gave him a suit of thin dungaree clothes, and a five-dollar gold piece, the negro congratulating himself on his lucky find. The trader, when he returned to the states, realized the sum of one thousand dollars on his bargain.



A FIN-BACK WHALE.

The whale shown above was one of the largest of the Finback species ever taken here. It was killed by Captain Joshua S. Nickerson, in the whaling sch. A. B. Nickerson, and measured sixty-five feet, four inches in length: across the tail fourteen feet, six inches: length of lower jaw, eleven feet; length of fins, ten feet: girth, thirty-seven feet: estimated weight, one hundred and thirty-six tons;

capacity of mouth, when closed, thirty barrels. Some idea of its immense size can be formed by noticing the two men and dog that are on it. It was sold to a Chicago syndicate; special cars were made to transport it, and it was taken through the western country on exhibition, Captain Newton P. West going as descriptive lecturer. This engraving was made from a photograph taken on the beach at low water, and gives a true and correct picture of this great cetacean.

#### THE RIGHT WHALE.

There are several species of this whale and some of them grow to an enormous size, being the largest specimens of known animal life, weighing upwards of 100 tons, and yielding in known instances three hundred pounds of oil. The one most sought after is the bow-head or Arctic whale, who makes his home and cruising grounds in the far North, up Behring Sea, and near Wrangel Land. The season for taking this whale is short, rarely extending over six weeks. Nature has provided them with a thick coat of blubber to withstand the rigors of the Arctic climate, and it is no uncommon occurrence to kill a whale where the thickness of the blubber is two feet and upwards. This whale also furnishes the best article of the whale bone of commerce which readily sells in the market for two dollars per pound. This whale

has no teeth, but the mouth is furnished with large plates of this bone, twelve to fourteen feet in length, and two feet and over in breadth where it is attached to the jaw. A whale yielding one hundred barrels of oil, will have about one thousand pounds of bone : this bone around the edge has a long coarse fiber, by which the whale obtains its food. Swimming through the water with open mouth, it takes in immense quantities of small shrimp and other animalculæ, called whale feed : it then closes the mouth and ejects the water, the long fibers retaining the food collected, which is then taken off by the tongue and conveyed to the stomach : the amount that a whale will eat is immense, and can only be estimated by barrels. These whales are not fighters, and there is no sport nor great danger in capturing them : very rarely an accident happens, and then it is due more to carelessness and mismanagement of the boat, than from any design on the part of the whale to inflict an injury. When struck with the harpoon, the whale will run slowly for a short distance and then stop ; the boats crew haul in the line, bringing the boat right up against him, the officer then, with hand lance, probes the whale in its vital parts ; the whale, with head raised out of water, uttering a loud groaning noise, and showing no disposition to defend itself. It finally dies, and in the death agony a boat is sometimes injured by being too near him. The

ship is then brought alongside, and the huge strips of blubber taken off and stowed below in the blubber room; the bone taken out of the mouth, the carcass is then turned adrift to become food for shark, and the innumerable sea fowl that inhabit the Arctic regions. This whale is also found on the west coast of Greenland, and in Hudson's Bay, up an inlet called Rowe's Welcome; vessels engaged in this branch of whaling, often remaining out two seasons, wintering in some of the harbors, the vessel being stripped of sails, and rigging housed over, and banked up with snow; the crew spending the long winter night in idleness, the monotony only being broken by an occasional reindeer or bear hunt, or a visit from the Esquimaux natives. For weeks the sun does not rise above the horizon, but upon its return, all is activity and bustle, getting the ship out of winter quarters, and fitting up for the short season of whaling, urged on by the thoughts of soon returning home with a good catch of oil to pay for their forced absence and hardships endured. Many Arctic explorers like Tyson Hall, and others, obtained their Arctic knowledge on board of a New Bedford or New London whaler, thus fitting them to be the most successful explorers in the far distant North. The long sought North-west passage was first known to exist by the capture of a whale on the west coast of Greenland, a harpoon being found imbedded in

the flesh, bearing a ship's name that was known to be at that time, off the Alaskan Coast. The flesh of the whale is eaten by the natives, and though coarse, it resembles lean beef in texture and taste, when taken from a newly-killed whale. The natives of Greenland, pickle the outer cuticle or skin, and it is very palatable, and an excellent antiscorbutic. Portions of the fins and tail, when boiled in salt and water, make a toothsome dish, and one not to be despised by epicures, the flavor resembling somewhat soused pigs' feet. To the poor Greenlander and Esquimaux, the whale is a perfect godsend ; utilizing every part ; the oil serves to warm their huts during the long winter, taking the place of wood and coal, the flesh is eaten, lines and ropes made of the sinews, the intestines scraped and cleansed, are used in lieu of glass to let light into their huts. If one or more whales are not taken during the season, it amounts to almost a famine in the little community, and great hardships have to be endured during the long winter to obtain food from the seal and bear.

#### THE HUMPBACK WHALE.

This species seems to be the connecting link between the sperm and the right whale, partaking of some of the qualities of each. The oil is not so valuable as the sperm, nor the bone as good as the right whale ; still they are much hunted around the

West India Islands, where they are most abundant. Unlike other whales, they do not go in herds or schools, but in pairs, unless the calf or young are present. Like all other cetacean, the young are born alive, and suckled till able to provide for themselves. One young is only brought forth at a birth; the period of gestation is not known. The principle places in the West India Islands where this whale is hunted, are Marie Galante, Guadaloupe, Isle Blanco and around Barbadoes. Short-voyage vessels, from Provincetown and other ports, hunt the whale in the early spring, from February till June; then leaving for the sperm whale grounds to finish the season. When a whale is killed by one of the vessels, near one of the Islands, the negroes flock on board in numbers eager to get the whale beef, and many a captain has filled his decks full of oranges, bananas and cocoanuts in exchange for whale meat; occasionally a humpback will sink when killed, and the sharks are so plenty in that warm climate, that the whaleman lose their whale, it being eaten so badly that it would not come to the surface. When cutting in a whale, a man has to stand in the gangway with a sharp spade to keep the sharks away, they are so abundant; if the whale should be left alone it would soon be eaten, all but the bones; occasionally a humpback whale is seen north of the Gulf Stream and along the coast of New England, but the cases are rare.

## THE WHALE'S ENEMIES.

Though the largest thing that swims the ocean, the whale is by no means king, and man is not the only one that preys upon the whale. The sword-fish, who is the John L. of the sea, delights in attacking the whale, plunging his long, sharp sword again and again into the whale's body : unable to protect itself, the whale is killed. Why the sword-fish should make this onslaught on the whale is a mystery, as the sword-fish cannot eat any part of the whale, and it must be done purely out of spite, and a wish to destroy. Not so with the thresher or killer, another of the whale's enemies, who will hover around the whale, watching for a chance when he comes to the surface to blow or breath; the killer will then throw himself on top of the whale, and strike heavy blows with his tail over the spout hole, thus smothering the whale, which dies of suffocation. The killer then feasts eagerly on the tongue, touching no other part, leaving the rest to the sharks, — scavengers of the deep.

## ANECDOTES AND INCIDENTS.

Of whales attacking vessels and inflicting serious damage there are but three known instances. The ship Essex, off the west coast of South America, the Am. Alexander, off the mouth of the Rio De La Plata, both of which are a matter of history and the incidents have been published many times. The

other instance we believe was never printed, which was the case of the barque Parker Cook, of Provincetown, Mass., Capt. John Cook. This vessel was cruising off the Azores or Western Islands and struck a large, lone sperm whale, which proved to be an ugly customer and showed fight. After demolishing the boats it attacked the vessel and, rushing towards the vessel with open mouth, bit the forefoot clean to the wood ends of the planking, causing the vessel to leak badly. Apparently satisfied with the damage done, it then left the vessel, and layed by about a fourth of a mile to windward of the ship. Capt. Cook patched up one of his boats and, notwithstanding the second mate had lost a leg in the encounter and the rest of the crew more or less demoralized, again went for the whale and killed him; after cutting him in, the vessel was put for Fayal, Azores, and by pumping and bailing, was kept afloat till she reached the port. Upon examination, it was found that only about one-half inch of wood was left forward, where the damage was done. Had that been removed the vessel would have gone to the bottom. The whale made about ninety barrels of oil.

#### A NARROW ESCAPE.

Mr. Franklin Atkins, a veteran in the whaling business from Provincetown, while engaged in sperm whaling near the West India Islands, fastened to a large sperm whale. The whale struck the boat

with his flukes, throwing it up into the air and spilling out the crew. When Mr. Atkins fell, he struck directly into the whale's mouth, which was lying with the jaw open. Terribly bruised and mangled by falling on the whale's teeth, he fortunately extricated himself before the jaw closed; he then managed with much exertion to get on to the bottom of the boat, which was badly shattered. Another boat came to their relief, and he was taken on board and his wounds, which were frightful, were attended to. For four weeks he lay in a very critical condition, and at times his life was despaired of, but a strong, healthy constitution enabled him to pull through, but he carried many a large scar from the effects, on his back and side, till the day of his death. Had the jaw closed when he was in the whale's mouth, he would have been crushed to pieces. The whale was finally captured, and yielded nearly a hundred barrels of oil. The old gentleman in his declining years after retiring from the sea, in relating the adventure would close his tale by saying that, "He and Jonah were the only two persons that had been into a whale's mouth and come out alive."

A ludicrous incident happened to a boat's crew, engaged in humpback whaling near the Spanish Main. A whale was struck, and capsizing the boat, one of the crew landed on the back of the whale, close to the harpoon, which was in the whale's flesh.

The man, through excitement and fright at his situation, grabbed firmly hold of the staff. The whale instead of sounding, swam quickly off with the man clinging on to his back; the whale had cleared itself from the boat, but was dragging the line after it. After it had swam a short distance, it turned and came back near the vessel, the man during the meantime still keeping his seat on the whale's back. A boat pulled up to within a short distance, the man then struck out and swam to the boat, carrying the line which was fast to the harpoon with him, and the whale was finally killed. True and authentic anecdotes like the foregoing could be related without number, but enough has already been said to show the public some of the dangers connected with the business. The whaling business was, at one time, one of the principal industries of New England. Large fleets of ships, barques, schooners were engaged, and no place in either of the three great oceans, but was visited by these vessels in search for whales. Nantucket (at one time mistress of the seas in that business) wharves are now silent, and not a vessel sails from the place. New Bedford, now the largest whaling port, has not over one-fifth of the tonnage employed that it had in the palmy days. Provincetown, that had at one time fifty-six barques, brigs and schooners, now numbers only seven, and Edgartown, Mattapoisett, New London and Sag Harbor,

collectively, send but few vessels. The discovery of petroleum, and other causes have about ruined the industry. And the hardy, old whaleman, that has endured the heat of the torrid, and the extreme cold of the Arctic zones, will soon be numbered with the things that have passed away. The Civil War was also a great damage to the business. Confederate cruisers capturing and burning a large number of the vessels in the North-west and Ochotsk seas, some of which were taken after the war closed.

#### VESSELS EMPLOYED.

The name and tonnage of the whaling fleet from this port at present are as follows:

| RIG.  | NAME.              | OWNER.             | TONNAGE.         |
|-------|--------------------|--------------------|------------------|
| Brig. | D. A. Small.       | Wm. Curran.        | 113.83 tons net. |
| Sehr. | Carrie D. Knowles. | George O. Knowles. | 115.09 "         |
| Sehr. | Aleyone.           | George O. Knowles. | 87.61 "          |
| Sehr. | Gage H. Phillips.  | George O. Knowles. | 101.37 "         |
| Sehr. | Baltic.            | Emmons Dyer.       | 80.5 "           |
| Sehr. | Wm. A. Grozier.    | John Dunham.       | 111.09 "         |
| Sehr. | Rising Sun.        | Thomas Taylor.     | 65.99 "          |

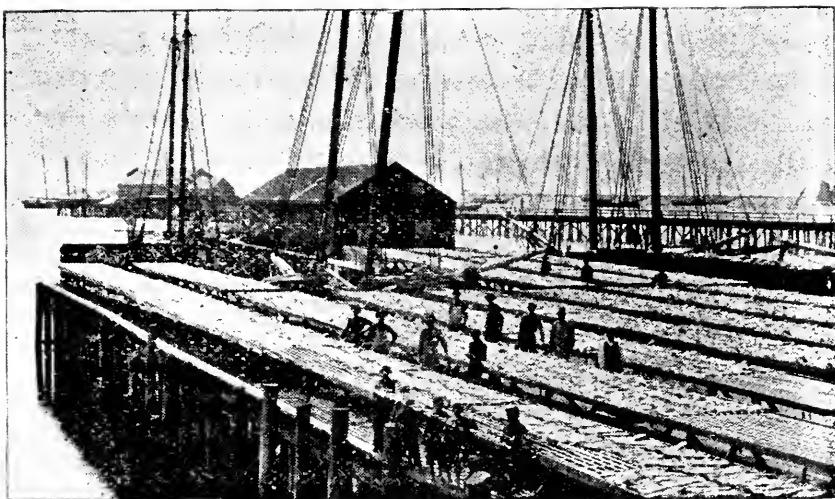
These vessels are mostly engaged in the sperm whale business, and hardly ever fit for more than one season. The Captain and most of the officers are from this place, while the crews are mostly negroes from the West India or Cape DeVerd Islands.

## COD-FISHING.

One of the most important industries of this place is the cod-fishing. Probably no branch of fishing has gone through so many changes as this. In the early days the vessels were small, some of them pink, or sharp sterns carrying only about five or six hundred quintals of fish, and making two trips a season, which generally lasted from March to October. The fishing in those days was all done with hand lines and the crew fished from the vessel, standing watch and fishing half and half, one part catching while the others dressed the fish. The crews in those days were mostly citizens of the place and each man was paid according to the amount of fish he caught. The business, however, was carried on on a very small scale at first, but in the early part of this century it had grown to be, next to whaling, the chief industry of the place. The war of 1812 and '14 was a check to the business, but after peace was declared it was pursued with renewed activity. Some of our older citizens, to-day, remember when the Welcome Return, Widow Wadman, Yazo, Bion, North Cape, Abba-thule, and the old Billy Gray were crack vessels of

the fleet. It is told of the *Billy Gray* that in coming home from the Labrador with a load of fish, during a heavy gale of wind the schooner was drugged by putting an anchor over the stern and riding out the gale in that way, never shipping a drop of water. The reason the crew did so, was because the vessel was so much sharper aft that she rode the seas better.

There has been no great change in the handling of the fish after the vessel has returned home with a fare. The fish are brought ashore in boats, and thrown into the water where they are washed, and then spread on flakes to dry. Some, however, at present are put into butts with a strong brine or pickle, which are called pickle-cured fish. The first decided change in the business was the introduction of dory fishing, each one of the crew having a dory and pulling away from the vessel, anchor and fish with hand lines. Old experienced fishermen claim, to-day, that a fare of fish could not be taken in the old way from the vessel. Trawls were also used on the banks, which for the benefit of the uninitiated I will say, means a long line, in some instances over one mile in length, with hooks fastened to short lines about three feet long, and fastened to the long line at equal distances,—about six feet apart. The expense of this mode of fishing has caused the almost total abandonment of it in the Grand Bank fishery. During the war of the Rebel-



MAKING FISH, HILLIARD'S WHARF.

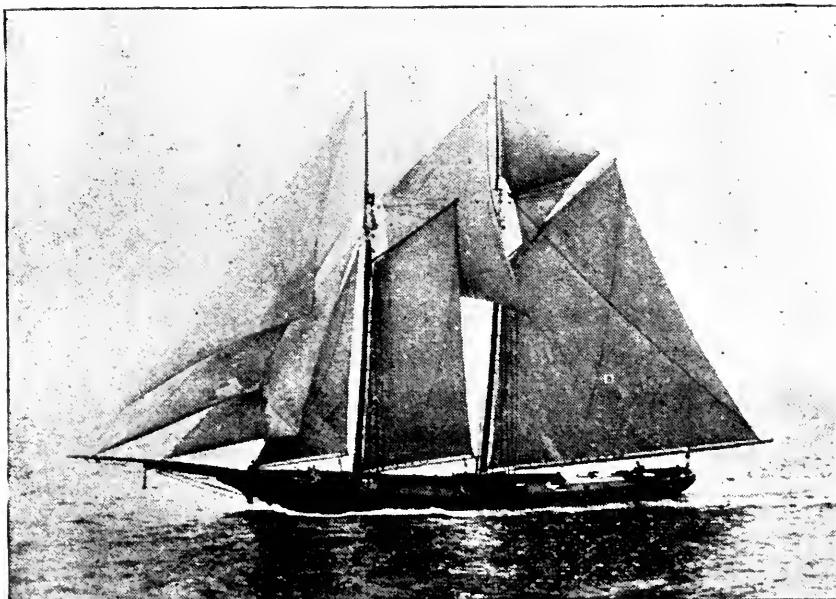
lion, this industry made a rapid stride onward; the high price of fish during those years, and the years immediately following gave the industry such a boom that it was known as the "flush times." New and larger vessels were built, and crews numbering between twenty and thirty men were carried. Dry fish sold for five and six dollars a quintal, and in some instances for seven dollars and upwards. The captain and owners of the vessels would assume all the risk and ship crews, paying them from two hundred to as high as five hundred dollars a man, according to his known qualities as a fisherman. The fleet, at present, engaged in this industry, is composed of some of the finest vessels afloat and from one

hundred and twenty up to nearly two hundred tons burden. They sail in April and May, returning about September. The crews are all hired, the captain, and sometimes the owners, assuming the risk of the voyage. If there should be a scarcity of fish or prices rule low, the summer's work would be a failure, and the coming year would see a depression in the crew's wages. The year 1889, was an exceptionally poor year, and but one vessel, the Cora S. McKay, succeeded in getting anywhere near a fare of fish. But very few got over half a fare, while the majority did not get but some few hundred quintals. There are, at present, forty-one vessels engaged in the Grand Bank fishery, which are owned and managed by the following persons: Of this fleet, two are three-masters, Lizzie W. Matheson, one hundred and ninety-three tons burden, owned by H. and S. Cook & Co.; Grace F. Littleton, one hundred and sixty-nine tons burden, owned by Philip A. Wharf. Owners: William Matheson, eight vessels; Henry Cook, six; P. A. Whorf, six; David Conwell, four; S. S. Swift, four; John D. Hilliard, three; J. & L. N. Paine, three; John B. Matheson, two; the remaining five are each one owned and managed by a different party. Owing to the rapid growth of the fresh fishing industry, and the facilities for keeping the fish fresh for some length of time so that they can be shipped to all parts of the

States, the salt fishery has fallen off greatly, the market for them being in a great measure limited to foreign exportation. The fresh fishing industry has thirty-three vessels that belong here, and the larger part of them fish the whole year round, with the exception of a short time during mid-winter, when they haul off to paint and refit for the work. The majority of the captains and crews of these vessels are Portugese citizens from the Western Islands. The owners of the fleet are as follows : Central Wharf Co., five vessels; Joseph Manta, five; John Adams, three; Joseph Matthews, three; David Conwell, two; Charles A. Cook, two; Andrew T. Williams, two; P. A. Whorf, two; the remaining ten vessels are owned singly, either by the captain or not belonging to any firm. In this fleet there are some crack sailors that have made their mark, and a record. The I. J. Merritt, Julia Costa, Isaac Collins and Joseph P. Johnson are among the most noted. The fishing fleet from this place is not large, but for quality of vessels there is no place in the State that has any better. Besides the number of fresh fishermen mentioned here, there are, at present, eight vessels from other places sailing from here, commanded and manned by Provincetown men. This fleet cruise from the South Channel, off Nantucket, to Cape Sable on the Nova Scotia shore; the time taken on these trips rarely extends over two weeks.

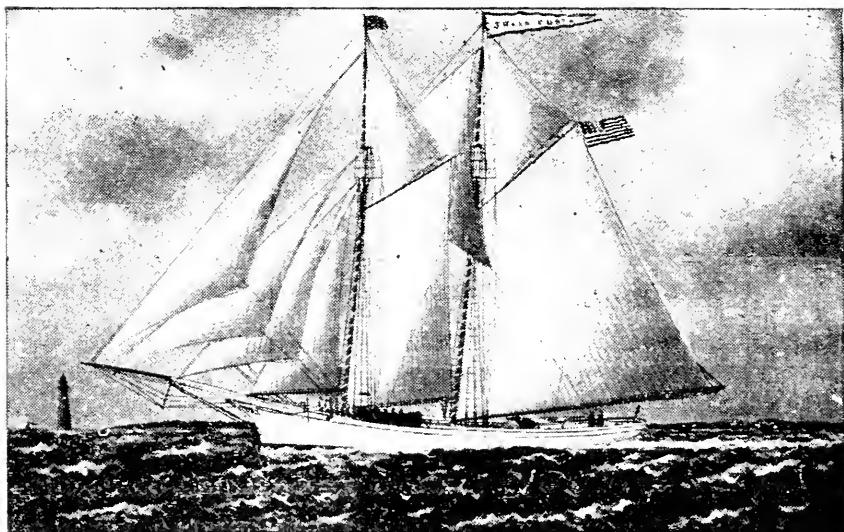
When the fish draw in off the Cape here, some quick trips have been made. One of the most notable was that of the Julia Costa, Captain Costa, which sailed from this port at six o'clock in the morning, sailed to the fishing grounds about fifteen miles north-east of the Highland Light, caught fifteen thousand pounds of cod-fish, and was in Boston, at the wharf at eleven o'clock that night ; having sailed about one hundred miles in the mean time. A great deal of rough weather is experienced by these vessels, but the fleet since this has been an industry here, has been exceptionally free from meeting with disaster.

## HIGHFLYERS OF THE FRESH-FISHING FLEET.



I. J. Merritt, Jr., from a Photo by W. M. Smith as she appeared in the race  
Fast-day, 1888.

The I. J. Merritt, Jr., as she appeared in the fisherman's race, Fast Day, 1888, and took second prize, commanded by Capt. Charley Harty, of Gloucester. She competed with Carrie Phillips, Carrie Babson and Roulette. She is now owned by John Adams and others, and commanded by Capt. Souza.



**Julia Costa, passing Minot's Lighthouse,** from a photograph by Wm. M. Smith.

The Julia Costa is owned by Capt. Joseph Manta; she was built for Capt. Costa. She was the first of the clipper fleet to come here. In the fisherman's race before mentioned, Provincetown was not represented. Capt. Manta had this vessel designed and built, intending if another race took place, to have entered in the contest. A record of her doings on a trip will be found in another place.

THE OLD TOWN HALL.



OLD TOWN HALL, FROM AN OLD PICTURE.

This building was erected on High Pole Hill, and was a conspicuous landmark, it could be seen from a

vessel's deck nearly half-way to Boston Light. In 1853 the town bought what was known as High Pole Hill from Godfrey Ryder, Jonathan Cook, Asa S. Bowley, Philip Cook, Seth Nickerson, 2d, Joseph Atkins, Samuel Chapman, for the sum of three hundred and fifty dollars. The deed was recorded June 9th, 1853. The next year the top of the hill was cut down some feet, and the building put up at a cost of nearly fifteen thousand dollars. The upper part of the building was used for a High School. On Feb. 16, 1877, at 8.25 P. M. it was burned to the ground: the origin of the fire was never known: various theories were set afloat, but nothing ever definite was arrived at. Situated as it was and being built largely of hard pine, every effort of the firemen was of no avail and the building was a total loss. The only memento ever put in this place to record the landing of the Pilgrims here, was a marble tablet set in the front of the building: this was destroyed by the fire.

#### THE NEW TOWN HALL.

This building was commenced Sept. 10, 1885, and dedicated August 25, 1886, with imposing ceremonies, Gov. Robinson and other noted State officials being present. Rev. William Henry Ryder, a former citizen of this place, but now deceased, generously gave the homestead place for the site, but the town officials not deeming it large enough

took the two adjoining estates, Dr. Ryder paying for all the land taken. The cost of the building was \$50,400. John A. Fox, of Boston, architect; William J. Jobling, contractor and builder; Samuel C. John-



**NEW TOWN HALL, FROM A PHOTO. BY WM. M. SMITH.**

son, master carpenter; Alfred Small, superintendent of building. The building committee were Marshall L. Adams, Charles H. Dyer, B. O. Gross, Atkins

Nickerson, James A. Small, John D. Hilliard, George O. Knowles, Alfred Small. The first three names were the board of selectmen at the time. This building throughout is built in the very best manner, and is the finest structure of the kind in southeastern Massachusetts. All of the modern appliances are to be found here, steam heating, gas lighting, etc. In the hall proper, which is capable of seating one thousand persons, there is a large stage with a fine and full set of scenery, sufficient for any dramatic play: this cost over \$1000. The clock in the tower was the gift of the Hon. Joseph P. Johnson, a citizen and resident. The bell was the gift of Mr. John F. Nickerson, a former citizen, but now residing in Boston. All of the town officials have their rooms on the lower floor, and the Ryder Street entrance is always open to the public during business hours. In the large basement there are tables and dishes, with all the rest of the appliances for getting up a collation or supper. One interesting relic of the town is also kept there, the old hand fire engine, the first that ever came to this place, built in 1836, and called the Washington.

PUBLIC LIBRARY BUILDING.



Public Library and Headquarters J. C. Freeman Post 55, G. A. R. Photo by William M. Smith.

This building was erected in 1873 by Mr. Nathan Freeman, an old and respected citizen of the town, and donated to the town to be used as a Public Library Building on the lower floor, the second story for a Young Men's Christian Association Room. The upper part of the building to be used for photograph business, the income to be applied to keeping the building and grounds in order. I have been allowed by the Trustees of the Building to copy from the original indenture the following articles which are of the most interest in that document.

**ARTICLE SIXTH:** The first floor of the building, excepting the entrance hall, shall be used and occupied solely for the purposes of the Public Library. The second floor of the same, except as aforesaid, for the sole use of the Young Men's Christian Association, and the third story may be occupied and rented for photograph rooms or for other reputable purposes.

**ARTICLE EIGHTH:** If at any time either the room assigned to be used for a Public Library or the room assigned to the use of, and occupancy of the Young Men's Christian Association, shall fail to be used for the several purposes herein named, for three consecutive years, then such rooms shall revert to my heirs at law, but such rooms shall *never* be used for any purpose whatever, that may be objectionable to the Board of Trustees, and if at any time, both objects

for which this trust is instituted shall fail, the whole property shall revert to my lawful heirs.

The building was dedicated on Thursday evening, December 11th, 1873. the ceremonies taking place in the Center M. E. Church, Hon. Nathaniel E. Atwood presiding. After making a few remarks Mr. Freeman was called upon and in a few well chosen remarks, in which he stated his motives for erecting the building, he passed the deed of conveyance to the Board of Trustees, which was read by his son, Mr. Nathan T. Freeman, after which Mr. Andrew T. Williams made the speech of acceptance, followed by speeches by Hon. James Gifford, Dr. Henry Shortle and others. The Young Men's Christian Association having given up the rooms allotted to them, the Board of Trustees, together with Mr. Nathan D. Freeman fitted up the rooms and they are now used by the Josiah C. Freeman Post 55, G. A. R., The Women's Relief Corps and other beneficial organizations. The present Board of Trustees is A. Lewis Putman, Pres. : John D. Hilliard, Sec. and Treasurer; Lysander N. Paine, Joshua Cook, Henry Shortie, John G. Whitcomb, Andrew T. Williams, Hon. James Gifford.

#### THE LIBRARY.

The first movement towards a Public Library was in 1863, when the Mayflower Division of the Sons of Temperance donated to the town and deposited

in the Seaman's Saving Bank, a sum of money amounting to nearly three hundred dollars. This to form a nucleus, for the purpose of raising a sum of money to establish a Public Library. The first movement made by the town was at the annual meeting in 1872, when it was voted to appropriate the sum of twenty-five dollars and the dog tax refunded to the town by the county for the three preceding years, amounting to the sum of \$191.45 for the purpose of establishing a Public Library. At the annual meeting 1873, \$58.58, the amount of the dog tax for 1872, was added to the fund. In 1874 seven Trustees were chosen and the accumulated funds were placed in their hands, the town also appropriated \$2000 for the purchase of books, provided that \$1000 should be raised by subscription. Through the efforts of Hon. James Gifford a sufficient amount was raised, and the Trustees received the total amount of \$3,466.12. Mr. Augustus Mitchell was chosen to make the selection of books, which selection was made with great care and met with unanimous approval by all. The Library was open to the public June 13th, 1874. In 1889 an aged and respected citizen of this town, Mr. Benjamin Small, donated to the Library the munificent sum of \$5000 in stocks and bonds as a perpetual fund, the income of which should be applied to purchase books for the Library, the principal to remain intact. The

first librarian was Miss Salome Gifford, followed by Mr. William R. Mitchell, who was succeeded by Miss Mattie W. Bangs, the present librarian. At the opening of the library there were 2202 volumes; on Jan. 1st, 1890 there were 4309, exclusive of Public Documents. There are 2433 names on the register. The yearly circulation last year was 9208. There has recently been placed in the Library room a fine picture of Mr. Nathan Freeman, who erected the building.

FIRST NATIONAL BANK PROVINCETOWN.



First National Bank. Photo by William M. Smith.

This bank was incorporated first as a State Bank. The act of incorporation was passed March 28th, 1854. The first meeting of the stockholders was held at the Town House, May 8th, 1854, Daniel Small as Chairman, Elijah Smith as Secretary. The act of incorporation was accepted, and a code of by-laws adopted. The first Board of Directors chosen at that time, were Nathan Freeman, 2d, Daniel Small, Isaiah Gifford, Joseph P. Johnson, Henry Cook, Enos Nickerson, Samuel Soper, Eben S. Smith, Nathaniel Holmes. Samuel Soper having declined serving, at a subsequent meeting held May 11th, Joshua E. Bowley was chosen in his place. The first meeting of the Directors was held at the house of Eben S. Smith, and choice was made of Nathan Freeman as President, and at the next meeting, June 14th, 1854, Elijah Smith was chosen Cashier. The estate of Joshua Cook was bought and the building of which a view is given was erected on the premises. The Bank opened successfully and has done a good business always, paying good dividends and continued to do so during the time it was a State bank, gradually increasing its capital. In April, 1865, it was organized as the First National Bank, with an increased capital to two hundred thousand dollars (\$200,000). Elijah Smith, the first cashier of the Bank, continued in that capacity until his death which took place January, 1867. Mr. Smith, by his

kind and genial manners, won many friends and did much towards making the Bank popular with the community. At his decease, Mr. Moses N. Gifford was chosen cashier. Mr. Nathan Freeman, the President from the organization as a State bank, filled that position when it became National, and by his keen judgment and conservativeness placed it in a sound financial condition and made its stock a very desirable investment. Mr. Freeman held the position until he died, which event took place in 1876. His successor, Mr. Stephen Cook, who had been one of the Directors for many years, having been elected on the Board when it was a State bank, was elected to the office, and by his skilful management the bank's stock was sold at the highest point it ever reached. Mr. Cook died September, 1888. Mr. Moses N. Gifford, the cashier, was chosen to fill the vacancy; Mr. Gifford's long and faithful service of twenty-six years as cashier eminently fitting him for that position. Reuben W. Swift, assistant cashier, took Mr. Gifford's place as cashier, which position he held until his death, which took place December, 1889. He entered service at the bank in 1867, as clerk, and for his faithful service was appointed assistant cashier. Mr. Swift was a man that was beloved by the whole community for his urbanity, kindness and pleasant ways to those with whom he transacted business, and not only the

bank, but the entire community, felt his loss when his life's journey ended. Mr. J. Hersey Dyer, who for seventeen years had held the position of Secretary and Treasurer of the Seaman's Saving Bank, took the position at Mr. Swift's death. Isaiah A. Small is the present book-keeper. The Board of Directors are, Henry Cook, Joshua Paine, William A. Atkins, Joseph P. Johnson, N. P. Holmes, John D. Hilliard, George O. Knowles, Joseph A. West, Moses N. Gifford. Since the Bank was made a National Bank it has paid in dividends \$437,000, and has an accumulated surplus on hand of about \$70,000. When the bank was first organized there was a branch of the Freeman's bank, of Boston, located in the Old Union Wharf store; David Fairbanks had charge of the business, the Boston account of the Provincetown bank was taken to the Freeman's bank and has been kept there ever since.

The history of the bank would be incomplete without especial mention of Mr. Henry Cook, who was one of the first Directors chosen, and is at present serving, after thirty-five consecutive years labor. He is very punctual in his attendance on the meetings, and no small share of the bank's prosperity is due to his counsel and advice.

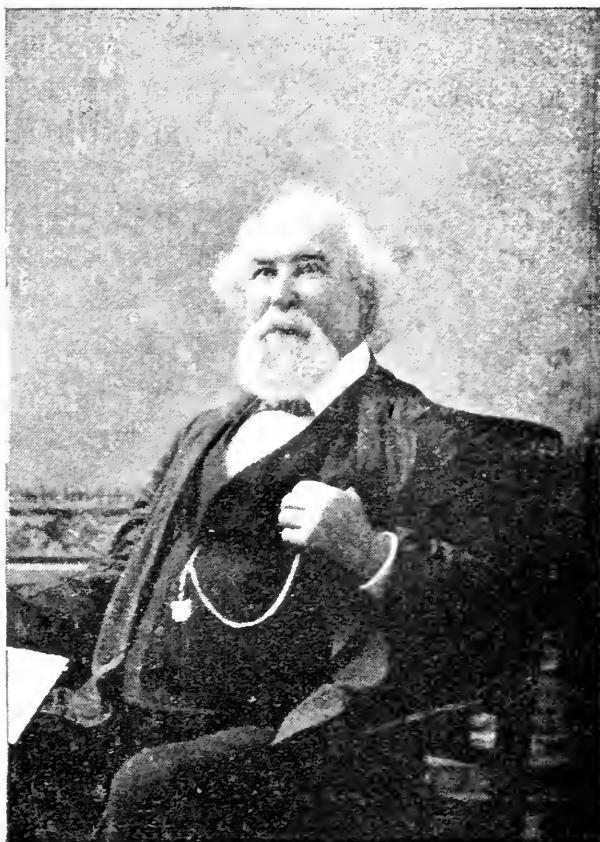
NOTE.—The Freeman's bank, at Union Wharf store, was robbed by burglars August 17th, 1849; about \$20,000 were taken. A portion of the money was recovered, but not sufficient evidence could be produced to convict the culprits.

## **SEAMAN'S SAVINGS BANK.**

This institution, one of the most beneficial in the place, and one that has done a large amount of good to the people here, is certainly worthy of mention. An act to incorporate the Seaman's Savings Bank was granted to David Fairbanks, Joseph B. Hersey, Thomas Nickerson, their associates and successors; passed the House, April 9th, 1851; passed Senate, April 12th, 1851; was approved by the Governor, George S. Boutwell, April 14th, 1851. The first President was John Adams, who served four years, followed by David Fairbanks, who held the position eighteen years. At the expiration of that time Mr. Lysander N. Paine was chosen, who holds the office to-day. The Vice Presidents were Wm. Atkins, Atkins Nickerson, and John D. Hilliard, the present incumbent. The Secretaries and Treasurers, who have held the office to date, and time of service are as follows: David Fairbanks, four years, three months; R. E. Nickerson, two years; Enos Nickerson, nine years; John Young, Jr., five years, three months; Joseph Hersey Dyer, seventeen years; Lewis Nickerson, recently appointed on account of

the resignation of Mr. Dyer, he being called to a position in the First National Bank here. When this bank first commenced business it was carried on in the Old Union Wharf store, but shortly after Exchange Building was built for that purpose. This bank, like all institutions of the kind, has seasons of greater prosperity than others, but has always been on a sound basis and ably managed, so much so, that not a dollar has ever been lost by a depositor, and there has been paid out to depositors in interest and dividends, since organization, over a half million dollars. The capital stock at present is \$322,453 ; number of depositors 1593. The bank has recently purchased the vacant lot of land on Commercial street, near the dwelling-house of Capt. Angus McKay, and will erect on it a new building for the bank in the near future.

JOSEPH PROSPER JOHNSON.



JOSEPH P. JOHNSON.

The subject of this sketch, whose likeness we present, is one of the most prominent men of the place, having identified himself with much of the public business and ever tried for the advancement and interest of his adopted town. Born in Essex, Connecticut, July 18th, 1813, of English and Scotch lineage, his grand-parents having come from Devonshire and Ayr: his parents were born in Connecticut. At the age of seventeen he came to this place, June 17th, 1827, and apprenticed himself to his brother, Timothy P. Johnson, until he was twenty-one, to learn the sail-making business. After completing his apprenticeship he went into business on his own account, in which he remained till 1850. He then formed a co-partnership business, under the firm name of Hilliard, Johnson & Co., general groceries and ship chandlery, on what is now Hilliard's Wharf. This business was carried on for two years, when he withdrew from the firm and entered into a co-partnership with Reuben F. Cook, and did business on Market wharf (now occupied as a lumber wharf by George Allen) under the name of Johnson & Cook, vessel outfitters, packers and dealers in cod and mackerel, which business was carried on successfully for five years. He was connected with the Boston Board of Underwriters for twenty years and had charge of the interest of that company here for fifteen years. In 1850, he was elected a repre-

sentative to the state Legislature from this District and was returned in '51 '55, '56, '62, '70, '71, '80. Afterwards to the Senate where he served two terms, in the years 1882 and '83. He was elected one of the Board of Selectmen in 1845, and served five years in succession; then served again for three years; was again elected, but resigned to go to South Carolina on a wrecking voyage, having formed a partnership with the late Isaiah Gifford in that business. For twenty-eight consecutive years he presided over the annual town meetings. When he resigned, Resolutions were passed, in a legal town meeting assembled, unanimously thanking him for his long and faithful service in filling the unsolicited office: which Resolutions were framed and presented to him and are carefully preserved as a momento of the esteem in which he is held by his fellow-townsmen. When Mr. Johnson came to this place there were but three trees in the town, and those were willows, which tradition says were propagated from slips brought by a whaling captain from Bonaparte's grave at St. Helena. None of these trees are standing to-day, but the many willows here are from the slips of the original trees. At that time there were no wharves, nor bulkheads nor obstructions of any kind, along the shore. The vessels that went to the Grand Banks, after discharging their fish, would be hauled into holes dug on the shore, there to remain until the

following spring. The sidewalk was not laid, neither was there any street. A narrow road, from the present Post Office, ran to the westward to Cutter's Corner now called Kelley's; this road was soft sand and the vehicles used had four to six-inch rims to the wheels to keep them from burying in the sand. Mr. Johnson was appointed by the Board of Selectmen in 1836 to buy the first fire engine that came to this place, and it is amusing to hear him tell the astonishment of the builders when he ordered the wide wheels. This engine is serviceable to-day, and is kept in the Town Hall basement. In the year 1845 he took out a license as public auctioneer, and has held it every year since. He has five children living, two sons and three daughters, one of which is the wife of our present postmaster, Paron C. Young. He is a member of the following secret beneficial orders: Blue Lodge F. and A. Masons, of this place; Royal Arch Chapter, Knight Templars, also of the Boston Lodge Royal and Select Masters; Marine Lodge I. O. O. F., and the Boston Lodge of Ancient Odd Fellows.

Having for some time been retired from active business life, he can be seen nearly every day at the Post Office relating some anecdote, of which he has a large store, to eager listeners, and as it is told in his peculiar way it never fails to be greeted with applause, nor does it tire the patience of his audience. And that he may still be spared to us long, is the wish of every good citizen.

JOHN PAIN HAVENDER.



The old Veteran Gran'l Bunker.

He was born in Provincetown, October 1st, 1816, where at the early age of nine years he began his fishing life as cook on board the schooner Only Son, Captain Thomas Hilliard, engaged in the mackerel fishery. This was in the year 1825. The next year he went cook to the Grand Banks, which business he followed until he retired from sea, passing through all the different grades of cook, hand, mate or second hand, to captain. He was in the latter position thirty years. During his Grand Bank experience he made fifty-seven voyages, which is more than has been made by any other man in the town. The first vessel of which he took charge was the schooner Ouselond, from her to the Raritan, these two being the only vessels that he had charge of during his thirty years as master. During this time he never was wrecked nor carried away a principal spar, never had a man drowned, and always got a full fare of fish. When he first began going to the Banks and for many years after, it used to be the fashion to fish from the rail, the crew fishing half and half, that is, one portion fishing, the other dressing the fish as caught, alternately relieving each other at their labor. When master, the fares that he brought in would average about six hundred and fifty quintals, but would occasionally make two trips in one season. On one voyage in the Raritan he was absent just seven weeks from home, brought in a full fare and received

as the reward of his labors the snug little sum of \$2200; this was the best voyage he ever made. He has seen codfish sell for \$2 per quintal and during the war of the rebellion and at its close as high as \$7.25. For the past eighteen years he has remained ashore, only going fishing in his little boat off the shore here. He had, at one time, a very narrow escape from loss of vessel and all hands, which we will relate in his own words: "We were at anchor to the windward of the Main Shoal on the Grand Banks; there was quite a large fleet there with us. A heavy gale came up, but the fleet thought they could ride it out and remained at anchor. The gale increased, and the shoal water to leeward was breaking mast-head high, a mass of white foam. It was useless to get underway; in the strength of the gale it would be folly and the only hope of safety was in the anchors holding on, apparently it was sure destruction to go adrift. All at once the vessel made a heavy plunge into the sea, and I knew by the after motion that we were adrift. Rushing on deck, I saw that we were drifting down on to the breakers where it was sure destruction, but while there is life there is hope, and grabbing an axe I rushed forward and cut the cable at the windlass telling the crew to hoist the jib, I than went aft and put up the helm; as I done so I saw a tremendous breaker which was as high as our mast-head rushing down on us, I

thought that our last voyage was over, but just before reaching us the jib and helm brought the vessel stern to the sea and rising on it we were sent ahead at the rate of twenty miles an hour. We hardly dared to breathe, such was our speed, and expected every second that the schooner would go end over end. It was all done quicker than I can relate it, we were over the shoal and in comparatively smooth water. The foresail was reefed, the vessel hove too, and we rode out the rest of the gale without any damage. When the gale moderated we returned to the fishing grounds, and finished up our trip of fish. The rest of the fleet held on and upon our return expressed astonishment in seeing us, as every one expected that we had gone to the bottom, never for one moment thinking that a vessel could go over the Main Shoal in a gale of wind and through the breakers, and come out of it all right. I hardly think it could be done again; at any rate, I would not like to take the chances voluntarily."

MRS. BETSEY JOHNSON.



MRS. BETSEY JOHNSON.

Mrs. Betsey Johnson, the subject of this sketch, was born in Waltham, Mass., January 12, 1800. Her parents were Joseph and Abigail Hager, who were also born in that town; her mother's maiden name was Flagg. Mrs. Johnson was one of a family of twelve children. When a grown-up girl she came to Boston and married Timothy P. Johnson, of Essex, Conn., who also was one of a large family, there being fourteen children in the family. The marriage took place October 3, 1824. To this couple were born ten children, seven of whom are living to-day. Susan, born August 8, 1825; Mary C., born January 2, 1829; Martha A., born September 5, 1830; John W., born March 31, 1832; Phebe C., born November 27, 1834; Bethia G., born December 5, 1840; Joseph S., born October 5, 1847. Martha A., married Albert Sweetser and resides in Tarpon, Florida. The rest of the children, with the exception of Mary C., who married William W. Smith, and Bethia, who resides here, are living in Wauseca, Minnesota. She came to this place with her husband in November, 1825, where he established himself in business as a sailmaker. "Grandma Johnson," as she is familiarly called, notwithstanding her advanced age, is hearty and healthy and bids fair to see the century. Her hearing is good, and she reads without the use of glasses. She remembers quite distinctly when she first came here. At that time there

was not a wharf in the place, and only one old, white horse and that was owned by the parson. There were no roads, and when the first one was laid out some of the people were so angry, at what they deemed a useless waste of land, that they would not walk in it. There were plenty of wind mills the whole length of the town, which were used for pumping water into shallow vats for the purpose of making salt. In her younger days she learned to card, spin and knit, and tells of how she used to go to meeting barefoot with shoes and stockings under her arm, to be put on when she arrived at the meeting-house. In those days calico cost eighteen cents per yard and a girl with a dress of that goods was as proud of it as a young miss to-day would be with a seal skin sacque. When a young girl she used to help the men in the hay field, and could rake hay with the best of them. She had been married ten years before she had a stove in the house, and then it was one of the old James' patent, costing \$40. with copper teakettle and boiler. When her husband was driven with work she has taken light sails to make, for which he used to pay her men's wages, one and half cents per yard. With this money she would buy what she needed without drawing on his purse, and would occasionally go to Boston, taking her own money to pay her way. In her younger days she used to attend the Unitarian church, and

was brought up in that religion. She does not take kindly to corsets and bustles and other new-fangled things in the feminine wardrobe of the present day, having never worn one of the above-mentioned articles. She has recently had her ninetieth birthday, which was made a day of celebration by her numerous relatives and she was made the recipient of many presents. Of her descendants now living, besides her seven children, she has fourteen grandchildren and ten great-grandchildren. Endeared to those that know her, when the Master calls, she will be greatly missed from the place.

**"Her children rise up and call her blessed!  
Her husband, also, and he praiseth her."**

JOSEPH ELLIS.



The veteran Fisherman, Hunter and Trapper.

He was born in Harwich, May 15th, 1816 ; came to this place when a mere lad, and has been a citizen for over half a century. He married Judith B. Havender, a native of this place, and by her has had a family of nine children, — six boys and three girls, five of whom are now living, married and have children. Mr. Ellis has passed through all of the grades of a fisherman's life from boy to captain. He has made several voyages in his younger days whaling, and always went boatsteerer or harpooner, his skill in striking whales always securing for him that position. The most of his active sea life has been spent in the Grand Bank fishery, having seen thirty consecutive years' service, part of which as master of schooner Malden. During his long sea life he was never wrecked nor met with any disaster of note, being always considered as one of the lucky ones. When he quit the sea, not wishing to remain in idleness, he bought a small boat and turned his attention to the shore fishing for codfish, and the netting of mackerel. The likeness shows him engaged in mending one of his nets, which he also knits, saying "that it may take longer to knit one by hand than by machinery, but a hand-knit net is worth two of those machine-made things." During the winter season he is by no means idle, for with his gun and traps he finds plenty of game to keep him busy. His nerves are steady, eyesight keen and when he draws

a bead on game of any kind, fox, rabbit or birds, they come to a full stop. There are very few gunners to-day that can shoot with "Uncle Joe," and none that can beat him at a mark. He has trapped and taken from the ponds in the rear of the town a hundred and twenty muskrats in one winter, and occasionally an otter, though the last mentioned are not plenty, but when "Uncle Joe" gets on the trail of one, the otter's skin is sure to be "Uncle Joe's" property and his pocket-book is from six to ten dollars better off from the sale of the pelt. Hale and hearty, Mr. Ellis bids fair to be with us many years yet, though men of his type are growing scarce and a new generation is springing up to take the place of the old-time typical fisherman.

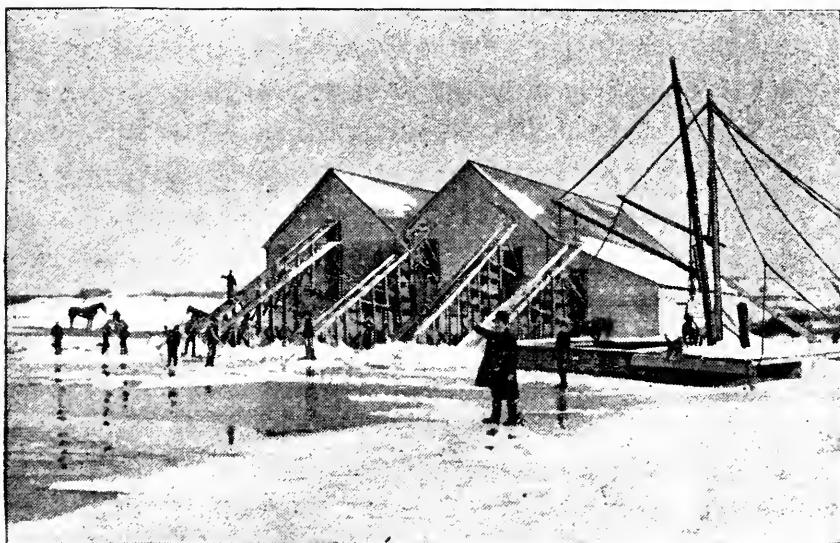
## NICKERSON'S WHALE AND MENHADEN OIL WORKS.



This establishment is situated in the Herring Cove near the Race Point Lighthouse. It was built in 1886, together with a steamer to be used for taking whales named the A. B. Nickerson. The total cost of steamer, factory buildings and machinery in that year was \$12,302. In 1887 a bone mill, crusher and engine were added at a cost \$1,440. In 1888 further improvements were made, steam hoister,

seine boats and seines to be used by the steamer for taking menhaden were added at a cost of \$1,077. In 1889 a wharf was extended from shore four hundred feet, to enable vessels to lay and load and the factory steamer to bring the whales and other fish alongside to be handled. A hydraulic press and buildings for the purpose of making a fertilizer were put up at a cost of \$2,800. This is one of the most perfect plants of that kind on the coast, and during the season, steamer and factory employ from twenty-five to thirty hands, and circulate in the town about \$10,000 yearly. It is well worth a visit by the tourist, and the visitor will be courteously received and shown the working of the plant. The present manager and captain of the steamer is Captain Joshua S. Nickerson; Secretary and Treasurer, John Rosenthal; Board of Directors, J. F. Snow, B. H. Dyer, Luther Nickerson.

## BENNETT'S ICE PLANT, WEBBER'S POND.

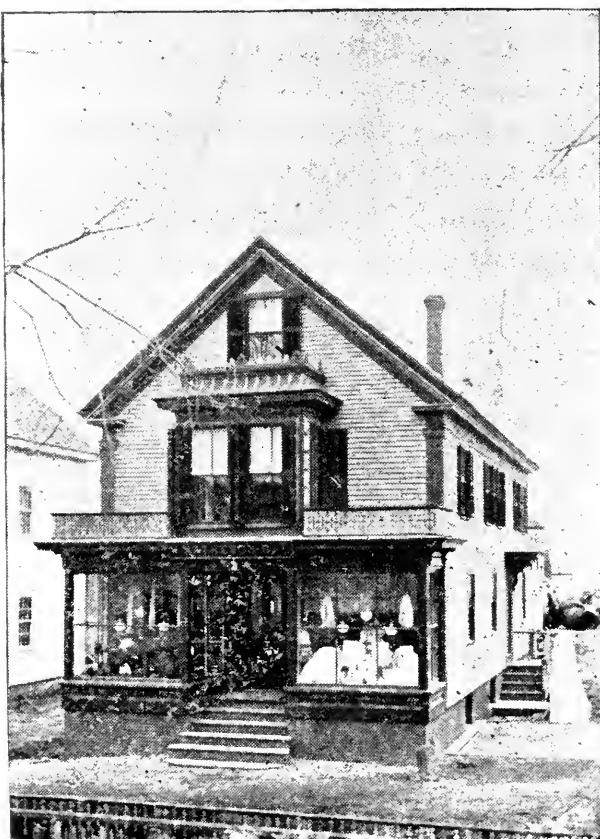


**Bennett's Ice House ; Mr. Bennett in the Foreground.**

One of the industries of the place that has grown up with the town is the ice business. There are several parties now engaged in the business, but this plant is the most extensive. Mr. Bennett began business in 1870 by cutting and storing forty tons, building himself an ice-house and stable. That summer he only disposed of one-half of his stock,

and it all went to families. The most money he took in for one day's work, for himself and team, was one dollar and forty-two cents. The next year there was but a slight increase. On the third year a little vessel trade began, and that fall a building capable of holding one thousand tons was put up on what is called Bennett's Pond. For some years this supplied the town, but when weirs began to be put down and fresh fishing became one of the industries of the place, the demand for ice increased. In 1884 Webber's Pond was bought, and a building capable of holding five hundred tons was put up. The business now increased so rapidly that in 1885 the building was enlarged to one thousand tons capacity. In 1886 an addition holding four hundred tons was built. In 1887 a new building capable of holding one thousand tons was put up. He has facilities now for storing and handling ice, to the amount of five thousand tons. He employs, when harvesting the crop, from one hundred and ten to one hundred and twenty men and nine horses. When getting in his forty tons he used to be a week, but he now puts away five thousand tons in about three days, paying for labor about \$1000. His family and hotel trade amounts to about nine hundred tons, the balance goes to the fish business. Six men are kept constantly employed delivering, while he, with his fine span of coal-black horses, attends to the family and hotel trade. Since he has been in the business, there have been three years that not a pound was cut, the ponds not freezing sufficiently.

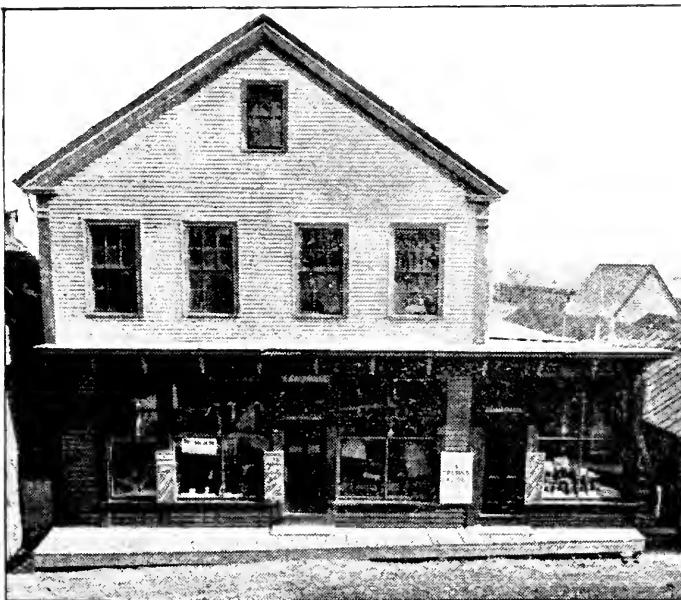
MATHESON SISTERS.



Millinery and Fancy Goods.

This building was erected in 1851, by Joshua E. and Gideon Bowly for a general outfitting store for vessels; a wharf was also built in the rear. The Equitable Insurance Office was also in the building for some years. At the death of Mr. Joseph E. Bowly, the senior partner, which took place in 1884, Captain William Matheson bought the entire property. The store was remodelled and the front part, as shown in the engraving, was fitted up for and occupied by the sisters Mamie S. and Jessie T. Matheson, for their business. In the rear part of the store is the office of Captain Matheson, who controls and manages a small fleet of vessels that are engaged in the Grand Bank and West India business. The wharf that is in the rear of the building, extends so far that vessels can come to it at low water. It is also the landing place for the Boston steamer and other excursion boats.

## D. A. MATHESON'S.



**Boots, Shoes and Clothing Store.**

This building is of historic interest to the town. Originally built on Long Point as a school and meeting-house in 1846. When the people moved off the Point, it was sold to Dr. Jeremiah Stone, and floated across the harbor in scows and casks to its present site. In October 1871, it was in use as the Post Office and during a severe gale an old ship

came ashore and damaged the building badly. It was repaired and used for various purposes until the present owner leased it. After he had leased it for some years, he bought it and made improvements upon it in the shape of additions, until but little more than the frame of the old building is left. The second story has been used for a band room and school-room, but now the extensive business done by the owner requires the use of the whole building. The wharf shown in the engraving to the right is the Old Colony Railroad wharf, built in 1873.

JOHN ADAMS.



Grocery, Meat and Provision Market.

The first building that occupied the site of the present building was erected by Simeon Gifford and James Chandler. The old school-house that stood at the foot of Town Hill formed a part of the building. Dr. Albion S. Dudley bought the building and carried on dentistry in one part, and a per-

odical store was kept in the other by John S. Lombard. Reuben A. Adams, later on, bought the building and sold it to M. L. Adams in 1863. In 1865 he took down the old building and put up the present structure, where he was in business for eleven years. In 1876 Simeon C. Smith leased the building and carried on the grocery and provision business some three years. During the Butler campaign of '79 it was used as a reading room and Butler headquarters; from 1880 to 1883 Warren Fielding occupied it as a grocery and provision store. In 1884 the present occupant, John Adams, took possession; the inside of the building has been remodelled, and the two stores connected, a large refrigerator, or cooling-room for meats, has been built, and a railway to facilitate the handling of the same. This is the largest store of the kind in the town, and a full assortment of everything that pertains to that business can always be found there.

## PILGRIM HOUSE.

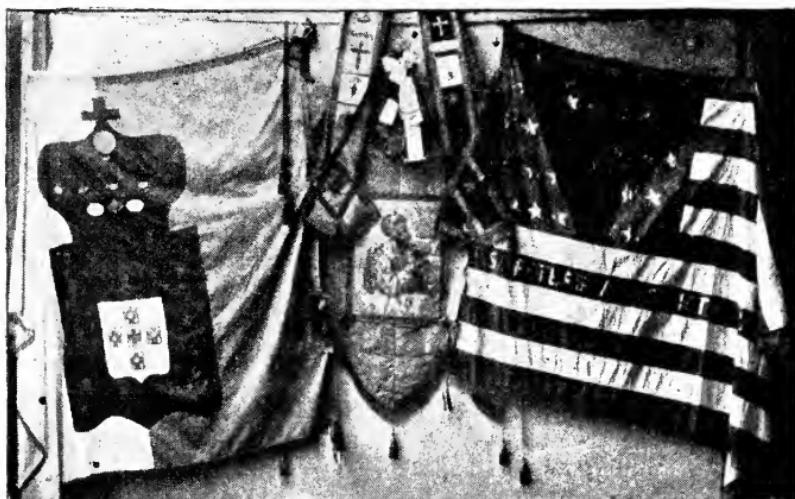


**Samuel S. Smith, Proprietor.**

This is the oldest hotel in town, and has been kept as one for over three-fourths of a century. The date of the building of the original structure is not known, but indications are that it was built in the latter part of the last century, or the very first of this. About 1810 Mr. Benjamin Gifford bought the place from the builder, Mr. Phineas Nickerson, much against the wishes of Mrs. Nickerson, who expressed a wish that an earthquake would destroy it. Sim-

gularly enough, one did happen, which shook and rattled the dishes and did a slight amount of damage to the building. In 1847 it fell into the hands of his son, the present Hon. James Gifford, who made large and extensive alterations and improvements and continued on the business for some years. It has been kept as a hotel by several different parties, until April, 1873, the present proprietor, Samuel Sands Smith, (Uncle Sam) leased the building from Mr. Isaiah Gifford, a son also of the Benjamin Gifford. From time to time alterations and improvements have been made, until now but very little remains of the original building, excepting the frame work of the part shown in the engraving. The house has always born an excellent reputation, and the present proprietor is known from Maine, his native state, to California, as one who caters for the pleasure and comfort of weary pilgrims who come to him for rest.

## ST. PETER'S AID SOCIETY.



**Coat of Arms St. Peter's Aid Society. Photo, William M. Smith.**

This Society is a mutual benefit society connected with, but not governed by, the Catholic church. Any one can join this Society, after passing the usual examinations called for in benefit institutions, the only stipulation required being that the applicant must be a member of that church. The first movement towards the organization of this Society was made in October, 1874; names were secured and in

March, 1875, the society was formed with sixty members; Rev. Father McGuire, the prime mover in the matter and pastor of the church, at that time, was elected President; Walter Connor, Vice President; Capt. Joseph Manta, Secretary and Treasurer.

When it first started, it paid to its members five dollars a week, for thirteen weeks, when sick, and twenty-five dollars upon the death of a member, towards the funeral expenses. Latterly there has been a clause added to the by-laws, whereby the sum of fifty cents is assessed from each member, to be paid to whomsoever a member shall will it. One assessment is always kept in fund to be paid out at the death of a member, upon the payment of which another assessment is called. Since this law was passed there have been only two deaths to date, (Jan. 1st, 1890.) Since the organization of the Society there has been paid out for sick benefits and funeral expenses nearly \$5000, exclusive of the fifty-cent assessment. The Society now numbers three hundred and sixty members, with Capt. Joseph Manta, President; Victor J. Leonard, Vice President; Richard J. Days, Secretary; Frank J. Corea, Treasurer. The initiation fee is five dollars, with twenty-five cents monthly dues: this is all the expense except the fifty-cent assessment, upon the death of a member. The members are mostly Portuguese, and every year they hold a regular meeting and turn out

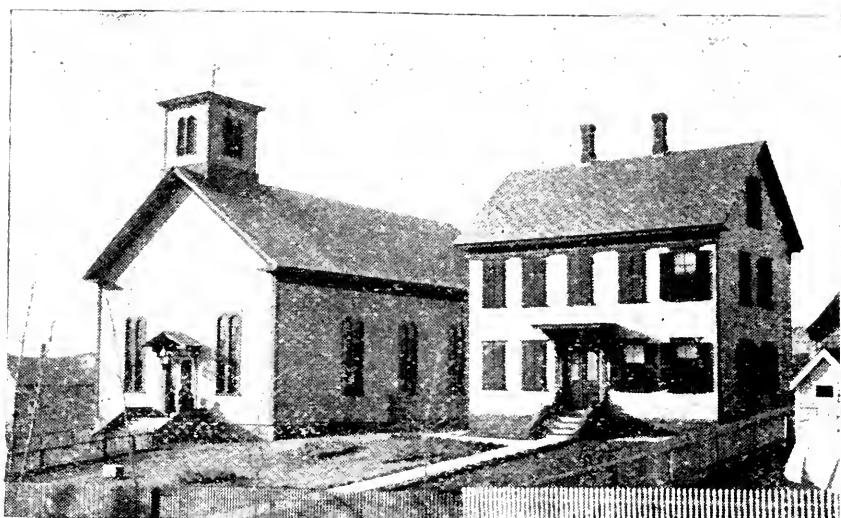
on a parade. They are a fine body of men, a credit to any town, and as their annual parade and muster takes place during the winter, when the largest part are at home, they always show full ranks. Each man is dressed in regalia, the American flag foremost in the procession, followed by the Society's banner and that by the flag of their native land. In the evening of that day an entertainment of some kind is usually gotten up, ending with a ball, in which many of their native dances as well as others are given. The order has leased the old skating rink, where regular meetings are held, and made it their headquarters under the name of St. Peter's Hall.

Perhaps it will not be amiss in this place to make especial mention of a race that forms a large percentage of the population of this town. They are mostly from the Azorean Islands, and the first who came here were brought by our whalers that put into those Islands to recruit provisions and crew. The first one to come to this place who is living at present is Captain Joseph Cross, who was born in Lisbon, Portugal, in 1813, came here in 1826, and followed the sea for a living, passing through all of the several positions up to master, in which capacity he served many years. He sailed quite a number of different vessels, and was counted one of our most successful captains. He married his wife, who was

born here, and always made this his home. For the past few years he has retired from active service. Mr. Frank G. Cook has been here nearly forty years ; he came in a whaler from Pico, one of the Azores, where he was born. Mr. Cook has spent most of his life on board of a vessel, sometimes in the whaling business, and also made several voyages to the Grand Banks. The position he has held was cook and steward, one that he so ably filled that his services were always in demand at a good salary. He at present is keeping a grocery and provision store on the corner of Franklin and Bradford streets. These two men are but a sample of the many who are now here. Of the fresh fishing fleet of over forty sail of vessels, some of which are yachts in build, nearly all of the captains, and a large majority of the crew are of this nationality, and make a success of that industry. They follow this branch of the fishing business nearly all the year round, and in midwinter visit George's Bank. Good citizens, prudent and saving, their industry can be no better proven than by referring to the large number of cottages that have been built by them the past few years. They and their immediate descendants are fully one-half of the population of this place. They have brought here with them some of their old country customs and also religion. A fine church building, with a dwelling-house near by, is their pro-

perty, and they have a surplus in the church treasury. Though retaining some of their old customs and a love for their mother country, still their loyalty and fidelity to the country of their adoption is unquestionable, in proof of which can be mentioned those that went from here during the rebellion, some of whom never returned, but died on the battle field.

## CATHOLIC CHURCH.



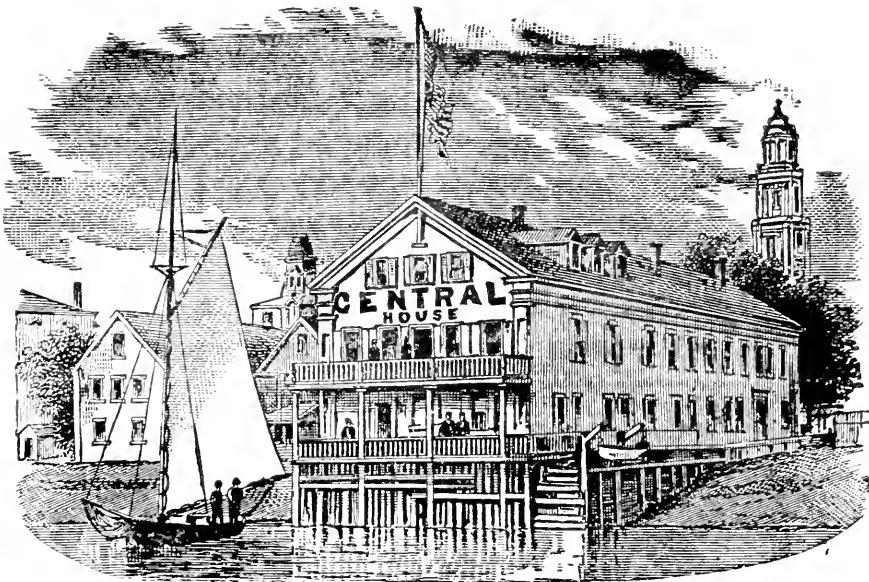
**Catholic Church and Parsonage.** Photo by William M. Smith.

With the influx of a foreign element the Roman Catholic creed came here. For some time they were few in number, and services were held in private dwellings. The first priest to come here and hold services was the Rev. Father Phinota, who came here in August, 1852, and celebrated the first mass in Dennis Cahill's house on Franklin Street. Mass has also been said in the house owned by Thomas

Welch and in the Pilgrim House. The same year (1852) a Sunday School was started at Mr. Cahill's with three of his children as members. Mr. Jeremiah Quinn was the organizer and first teacher. This continued until the parish house was fitted, when mass and Sunday School were held there. The building is now known as Snow's Block, situated on Bradford street and used as a tenement house. As the society increased, the place became too small and the building known as Adams's Hall was leased and fitted up for church services. In this building services were held until it was burned, which was March 4th, 1875. A new and commodious church building was at that time in process of construction, for the number of members had largely increased by the coming in of the Portuguese from the Azores. The present church building was completed on October 11th of that year. The first service held in the Adams' Hall building was on December 24th, 1871, Rev. Father O'Connor conducting the services, who succeeded Rev. Father Phinota. This Rev. Father Cornelius O'Connor did a great deal of good for his flock during his stay, a burial ground was purchased and laid out and consecrated. The next to follow him was Father J. J. McGuire, who inaugurated the St. Peter's Aid Society of which mention is made in another place. Fathers Tuite and Ward succeeded him in turn, followed by Rev. Father T. P.

Elliott, under whose administration the present parish house was built near the church. The present incumbent is Rev. Father B. F. McCahill, who apparently has the welfare of his parishioners, both spiritual and temporal, at heart. At present there are about two thousand five hundred people connected with this church. A fine organ, presided over by a Provincetown lady, with a choir of excellent singers render the celebration of High Mass, according to the Catholic ritual, in a very solemn and effective manner.

## CENTRAL HOUSE.



James A. Reed Proprietor.

This hotel is the only one in the place that is situated on the Main street and also the shore beach. It was built by Timothy P. Johnson, but nothing definite can be found as to the date of building. It was first used as a public hall where shows and entertainments were given. At one time a bowling alley and saloon was kept in it, under the manage-

ment of William Crowell. In 1868 it was purchased from the heirs of Timothy P. Johnson by Allen Reed, and the whole building underwent an alteration ; it was enlarged, a billiard hall attached to it and more sleeping rooms added, making it at that time the largest hotel in the place. Mr. Reed managed the business until his death, which took place in 1881, when he was succeeded by his son, Mr. James A. Reed, the present proprietor and manager, who also has held the position of Customs Officer and conducted the business from a room fitted in the building for that purpose. This house has accommodations for about seventy-five guests, has a fine billiard and pool-room attached, ladies' parlor and sitting-room, gents' reading and smoking-room, fronts the principal street of the town, while from the veranda at the rear a fine view of the harbor and its shipping can be obtained : the facilities for bathing are also good.

## CENTENARY CHURCH.

The Methodists had so increased up to 1846 that it was thought advisable to make two separate churches, and place one of them towards the western end of the town to accomodate the residents there. About that time the Christian Union, or as they were afterwards called Universalists, built their present building and offered the old building for sale. Rufus L. Thatcher, Freeman Atkins, and Samuel Soper, Methodists, bought the old Christian Union Church building in the beginning of the year 1848. The price paid was \$1,400. The building was throughly overhauled and remodelled, the cupola taken off and a steeple put on instead, a new front was made to the building, and a bell placed in the belfry. A church was then formed by the Methodist residents at the western end of the town, numbering about one hundred communicants; Rev. Samuel Fox was appointed by conference to the pastorate, and the Church was dedicated in that year under the name of the Wesley Chapel. The church membership increased, and it was thought advisable to build the present structure, which was begun in

1865. The bell was removed from the old chapel and placed in the present church tower. The church was dedicated in June, 1866. Rev. G. W. Bridge was the first pastor, followed by G. M. Hamlin in 1868. The church has been very prosperous, and at present writing has a membership of one hundred and seventy-seven, with parishioners that attend and help support the gospel enough to make up the total amount of two hundred and fifty. There are twenty-seven officers and teachers connected with the church and Sunday School. The number of Sunday School children two hundred and twenty-five; Andrew T. Williams is the Superintendent. The Sunday School library contains five hundred volumes. The present pastor, Rev. Samuel McBurney, is in his second year of pastorate.

JOHN L. RICH'S.



Emporium, Clothing, Boots and Shoes, Etc.

This building was built in 1845 and '46 by James Chandler, Lemuel Cook, and Joshua Bowly; the wharf attached was called Market Wharf; the business done was general fitters of vessels and buyers of cod and mackerel. A sail-loft was also connected at one time in the building, the work carried on under the management of Benjamin Allstrum. The general fishing business was carried on by different parties, the last being Joseph P. Johnson and Reuben F. Cook, who conducted it for five years. In 1857 the entire place was bought by Captain Benjamin Rider and was made a lumber wharf and the upper part of the building fitted up for a dwelling. It remained in his possession until his death, when it reverted to his heirs, who are the present owners. The lower floor has been used for various kinds of business,—grocery, fancy articles, etc. In 1873 the present occupant leased the left side portion of the lower floor and fitted it for boot and shoe business; as business increased the rest of the building was leased and fitted up for the clothing and gents' furnishing goods,—this was done in 1887. Mr. Rich has now been carrying on a successful business here for seventeen years and keeps one of the largest stocks in his line in the town.

## UNIVERSALIST CHURCH.

A church was built in 1829 on the plot of ground now the site of the house occupied by Captain Abner B. Rich on Commercial street, at the head of Central wharf. This church was called the Christian Union Church and cost when completed \$3,105. One Jonathan Farr preached the first sermon, April 19th, 1829, and also on the following Sabbath, the 26th. He was succeeded by a Mr. Wiswell, and a Mr. Thomas Snow, who were candidates. The pulpit was occupied by candidates during the remaining part of 1829 and until July, 1830. During the period of candidates one, Stephen Bailey, was called, who preached one Sabbath, but refused to be located unless the name was changed to something designating a Trinitarian society. This the society refused to do, and other candidates preached until Mr. A. Davis was located in July, 1830. The dedication of the church took place November 3d, 1830, Rev. H. Hersey, of Barnstable, preaching the dedication sermon, after which the church was organized and the following officers were elected. Clerk, David Fairbanks; collector, Samuel Parker; treasurer, Jona-

than Nickerson; assessors of taxes, Charles O. Brown, Thomas Lothrop, Henry Williard; wardens, Elisha Nickerson, Samuel Parker; sexton, Elisha Nickerson. Rev. Mr. Davis preached until 1838, when Rev. John Bouvee Dodds was called to take charge of the church, where he remained six consecutive years. From 1844 until the present church was built there were several candidate preachers, but their names were not recorded. The present structure was built in 1847, and the clock now in the church was presented at that time by Mr. Joseph Atkins, a man whose name is often mentioned in the church records. He took a great interest in the welfare of the church, and had reached the advanced age of eighty-seven years. The name of the society was then changed to the Universalist society and Rev. Emmons Patridge was the first to preach in the new church. This church has sent out since its organization more preachers of the gospel than all the other churches in the place combined. Some of them have become men of note, and have acquired a worthy notoriety in other places. Rev. William Henry Ryder, who recently died in Chicago, a man that was well known in this and other countries, was from this church. William Stull, Joseph Hatton Weeks, William Arnold, Charles Galacar, Gamaliel Collins, who during the war of the rebellion was chaplain in the service; William Henry Ryder and

Charles W. Ryder, sons of Godfrey and Phebe Ryder, and nephews of Rev. William Henry Ryder; R. Perry Bush, and Caleb Fisher, who though at present has not finished his studies, shows talent in his sermons and bids fair to become a useful and noted member of the ministry.

## KING HIRAM LODGE FREE AND ACCEPTED MASON.

This organization is the oldest in the place. Its charter was signed by Paul Revere. The first regular meeting is dated Dec. 2d, 1795. John Young, W. M. A. C. L. & J. Andrews was drawn up and adopted March 21st, 1796, and the following officers chosen: J. Thos. Clark, S. W.; Benjamin White, J. W. & S. C. G. K. Secretary; Jonathan Nickerson, Genl. Steward; Thos. S. Smalley, Jr. Steward; George Nickerson, Genl. Deacon; Albert Durham, Jr. Deacon; Stephen Cook, Treasurer; Stephen Atkins, Trustee. Work was begun with twenty-six members at the house of Stephen Cook, which stood near the site of the First National Bank, December 29th, 1796. On the 2nd of Jan. it was voted "Voted to build a Lodge House, March 23d, 1797." "Brother Allen Hinckley should build the Lodge house for the sum of money as the Wellfleet Lodge house was built, ten feet bigger, and that in proportion." All the members which is twenty-six voted with Lodge house. "Voted that Bros. Thos. S. Smalley, Allen Hinckley, Jonathan Nickerson,

son, should buy the stuff to build the lodge house. It was also voted to build the building not only for a lodge house, but also for a school-house." This building was put up by the brothers at the foot of High Pole Hill, and is now owned by the heirs of Thomas G. Atkins; a considerable lot of the original frame work and boards are in the present building. The brothers, in a body, carried all of the timber, planks and boards from the shore to the site, on their backs. The building was finished as agreed upon, and a school kept in the lower story. Here the brotherhood did their work until the persecution, known as the Morgan time, drove them out. A few of the band would then meet occasionally, wherever a place could be found, and by this means they held their charter and are now working under their old original document. When the persecution ceased, the building getting old and dilapidated, it was sold and the brothers met for business in what is now called Odd Fellows' Hall, where they remained until their present building was finished March, 1870. The present board of officers (January 1st, 1890) is as follows:

Jerome Smith, W. M.

Simeon C. Smith, S. W.

William Curran, J. W.

A. Louis Putnam, Treasurer.

J. Hersey Dyer, Secretary.

Joseph P. Johnson, Chaplain.  
 Joseph Whitecomb, Marshall.  
 George W. Holbrook, S. D.  
 Dr. W. S. Birge, J. D.  
 Francis P. Cook, S. Steward.  
 J. H. Livermore, Jr. Steward  
 John W. Beatty, Tyler.

The Joseph Warren Royal Arch Chapter was instituted June 8th, 1869, with the following companions as the charter members. Jeremiah Stone, Joseph P. Johnson, Lauren Young, Charles Young, Joshua E. Bowly, George T. Wyer, Eben T. Atwood, Warren Newcomb, Joshua F. Tobey, James E. Rich, Joseph S. Atwood, Joseph B. Baxter, William H. H. Weston, Joseph H. Bird, John W. Atwood, Sylvester D. Rich, Albert Sweetser, John M. Freeman, Darius A. Newcomb, Frederick W. Harding.

The Past High Priests of this chapter, with the dates of service, are as follows.

|                        |                  |
|------------------------|------------------|
| Jeremiah Stone, M. D., | from 1869 — 1870 |
| Joseph P. Johnson,     | " 1870 — 1873    |
| Lauren Young,          | " 1873 — 1874    |
| John W. Atwood,        | " 1874 — 1876    |
| John M. Crocker,       | " 1876 — 1877    |
| Lauren Young,          | " 1877 — 1878    |
| Horace A. Freeman,     | " 1878 — 1879    |
| Harvey O. Sparrow,     | " 1879 — 1880    |

Artemus P. Hannum, " 1880 — 1881  
 Frederick A. H. Gifford, " 1881 — 1882  
 Joseph H. Dyer, " 1882 — 1883  
 Frederick A. H. Gifford, " 1883 — 1884  
 Harvey O. Sparrow, " 1884 — 1887  
 James E. Rich, " 1887 — 1888  
 Frederick A. H. Gifford, November, 1888:  
 now in office, January 1st, 1890.

The following list of officers was elected November, 1889, for the ensuing year.

Frederick A. H. Gifford, M. E. H. P.  
 Artemus P. Hannum, E. K.  
 Angus McKay, E. S.  
 Joseph Prosper Johnson, Treasurer.  
 James A. Small, Secretary.  
 John G. Whitecomb, Chaplain.  
 Harvey O. Sparrow, C. of H.  
 Joseph H. Dyer, P. S.  
 Jonathan H. Little, R. A. C.  
 Moses N. Gifford, M. 3d Veil.  
 John Rosenthal, M. 2d Veil.  
 Eli McKay, M. 1st Veil.  
 Francis P. Cook, S. Steward.  
 Hezekiah P. Hughes, J. Steward.  
 Sentinel, John W. Beatty.

This chapter holds its regular convocations on the first Friday of each month, and the annual convocation first Friday in November.

## INDEPENDENT ORDER OF ODD FELLOWS.

On October 29th, 1845, eleven members of this Order met in the store loft of one Leander Crosby, for the purpose of establishing a lodge in this place. The store stood on the vacant lot between what is now Macool's cooper shop and Bangs's tin-ware and stove shop: the lower part of the building was used by Mr. Crosby for carrying on the tin-ware business. The names of these persons were Leander Crosby, owner of the store, Rev. Emmons Patridge, pastor of the Universalist Church, Joseph P. Johnson, one of the Board of Selectmen at that time, Josiah Sturgis, Kilborn W. Freeman, Warren Smith, Josiah S. Fuller, David Crowell, John L. Lothrop, Joshua Small, Jr., Jonathan Crosby. A charter was applied for and granted, and on the 21st of November following, the lodge was instituted and called the Marine Lodge, No. 96. The officers from the Grand Lodge that instituted this lodge were Merrill A. Thompson, Grand Master, assisted by George Alex. Smith, Dist. Dept. Grand Master, and the following members of the order were admitted: Eben S. Smith, William A. Atkins, William Smith, Thomas

Lothrop, Jonathan Nickerson, Jr., John Smith, Warren Newcomb. Thus the lodge at its organization comprised only eighteen members. The following are the first officers of the Lodge:

- Leander Crosby, N. G.
- Josiah Sturgis, V. G.
- Emmons Patridge, Secretary.
- Jonathan Crosby, Treasurer.
- Josiah S. Fuller, Warden.
- Eben S. Smith, Conductor.
- Kilborn W. Freeman, O. G.
- Joseph P. Johnson, I. G.
- William A. Atkins, R. S. N. G.
- Warren Smith, L. S. N. G.
- Jonathan Nickerson, R. S. V. G.
- William Smith, L. S. V. G.
- Thomas Lothrop, R. S. S.
- John L. Lothrop, L. S. S.

Their present building was bought in 1846 and the upper part fitted up for a lodge room. The building was built in 1832 by a share company and called the "Village Hall," and was used for public meetings, dances and social gatherings. This order has rapidly increased and now numbers about two hundred and twenty members, being the largest organization outside of the churches in this place. Besides caring for a sick brother, there is an insurance among the brotherhood connected with the

order. The meetings are held weekly on Wednesday evenings. The present officers of the Order are:

Otis M. Knowles, N. G.  
Franklin E. Hill, V. G.  
Francis S. Miller, Secretary.  
Heman S. Cook, Treasurer.  
Williard T. Burkett, Warden.  
Thomas W. Sparks, Conductor.  
George W. Tuttle, O. G.  
Nathaniel H. Small, I. G.  
David B. Rich, R. S. N. G.  
John Rosenthal, L. S. N. G.  
Jesse Nickerson, R. S. V. G.  
Silas C. Mott, L. S. V. G.  
Lewis B. Pinckney, R. S. S.  
William C. Sparrow, L. S. S.  
James A. Small, Chaplain.  
Fred. E. Williams, P. G.

PROF. GEORGE WASHINGTON READY SEE-  
ING THE SERPENT.



In 1886, Professor Ready alleges that he saw this monster and furnished a reporter with the facts, which were written out and published in the *Cape Cod Item*, at Yarmouthport, from which paper it was largely copied into other papers throughout the country. I believe that there has been no *reliable* account of the appearance of the serpent since. At considerable expense, I have been able to secure the original document, together with the professor's likeness and affidavit.

#### SEA SERPENT IN PROVINCETOWN.

The recent earthquakes have so disturbed the bottom of the ocean, that many of the huge creatures which it is believed exist there have come to surface. Sea serpents and other nondescript monsters, it is alleged, have been seen in various places besides Marblehead, the sea serpent's home. The latest and most colossal in dimensions has visited Provincetown. Mr. George W. Ready, a well-known citizen here, was going from the town to the back-side of the Cape, and in crossing one of the sand-dunes, or hills, saw a commotion in the water, about a half a mile from the shore in the Herring Cove. It looked like a whirlpool and from his standpoint appeared to be about twenty feet in diameter, from the center of which jets of spray, looking like steam, were ejected to the height of fifty feet. Intently watching this strange phenomenon, he presently saw

a huge head appear above the surface, and point for the shore. The head was as large as a two hundred gallon cask, concave on the under side and convex on the upper. Mr. Ready saw the creature coming towards the shore and secreted himself in a clump of beach plum bushes, where he got a good view of the monster. The creature swam to the shore with a slow and undulating motion and passed within about thirty feet of where Mr. Ready was secreted. It was about three hundred feet long, and in the thickest part, which was about the middle, he judged as it passed him to be about twelve feet in diameter. The body was covered with scales as large as the head of a fish barrel, and were colored alternately green, red and blue. They did not overlap each other, but seemed as if they were joined together by a ligature some four inches broad. The most curious feature was the head. The open mouth disclosed four rows of teeth, which glistened like polished ivory, and were at least two feet long, while on the extreme end of the head or nose, extended a tusk or horn at least eight feet in length. The creature had six eyes as large as good-sized dinner plates, and they were placed at the end of moveable projections, so they were, at least, three feet from the head. In the creatures moving along these projections were continually on the move so that the reptile could see before, behind, and sideways, at the same time. Three

of the eyes were of a fiery red hue, while the others were of a pale green. A strong sulphurous odor accompanied him, and intense heat was emitted, so much, that the bushes and grass over which he moved have the appearance of being scorched with fire. When the tail came out of the water it was seen to be of a V shape, the broadest part towards the body, to which it was joined by a small bony cartilage about twenty feet long, and only ten inches in diameter. This tail on the broad part was studded with very hard, bony scales, shaped like the teeth of a mowing machine, or reaper, about one foot long, and eight inches at the base, and cut everything smooth to the ground as it was dragged over the surface ; pine and oak trees, nearly one foot in diameter, were cut off as smoothly as if done by a saw, and have the appearance of being seared over with a hot iron. The creature made for one of the large fresh water ponds called Pasture Pond. When in the center the head, which had all the time been raised some thirty feet in the air, began slowly to descend and was soon under water, the body slowly following it. As the tail disappeared, the water commenced to recede from the shore till the pond was left completely dry with a large hole in the center some twenty feet in diameter, perfectly circular, down which sounding leads have been lowered two hundred and fifty fathoms and no bottom found. By

standing on the brink of the hole, what appears to be water, can be seen at a long distance down. Preparations are being made to investigate the matter, and thousands are going to see and examine the track of the huge sea monster. For fear that this statement should be doubted, and any one try to contradict it, I here append a copy of Mr. Ready's affidavit and signature:

"I, George Washington Ready, do testify that the foregoing statement is correct. It is a true description of the serpent as he appeared to me on that morning, and I was not unduly excited by liquor or otherwise."

GEORGE W. READY.

NOTE. Mr. Ready resides at the head of Pearl Street in this place, and can be interviewed on the subject at any time.

## INTERESTING ANECDOTES.

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### REMARKABLE CIRCUMSTANCE.

The schooner Bion, Capt. Isaac Mayo, was in Boston fitting for a voyage to the Grand Banks. After having obtained her fittings, started to come to Provincetown. The wind was to the north-east with a drizzling rain. After passing Boston Light the course was laid for Wood End. Night was coming on and a strong flood tide setting up the bay. After sailing about the time required to make the Light on Long Point a light was seen off the port bow, which was taken for it. After passing it, the vessel was hauled on the wind and stood over to what was supposed to be the Truro shore. Judging that they were near enough the vessel was tacked and headed up, as they thought, for anchorage off the wharves. After sailing what was thought to be the right distance to the anchorage, the anchor was let go and sails furled. It being late at night and storming, the crew concluded that they would not go ashore until morning. When morning came, upon coming on deck a strange sight met their eyes: the vessel was aground, and a num-

ber of large rocks were out of the water just ahead of the vessel. A low, sandy beach could be seen through the mist, but it was all a strange place to captain and crew. A boat was lowered, the shore reached and examined, but still no one could tell where they were. Returning on board they waited until the vessel floated with the flood tide, when the wind hauled to the north and the weather cleared off. Far away to the north could be seen the outlines of the land at Provincetown harbor. Sail was made and home finally reached. The strong flood tide had set the vessel up the bay and Billingsgate Light was the light taken for Long Point. Standing over towards the Eastham shore they tacked, and coming through the narrow channel of James's Harbor had anchored on the outside, near the rocks on the southern part of Great Island. The channel through which they came is very narrow, not more than two vessels' length in width and a large rock in the middle. This channel is only available on extreme high water, and then only used by very skilful pilots in the day-time. There are parties residing here to-day that were on board the vessel, and made the passage with Capt. Mayo.

#### QUICK VOYAGE.

Schooner Estelle, Capt. James E. Rich, made the voyage from Boston to Bermuda, discharged and loaded a full cargo and returned to Boston, making the

round voyage in thirteen days. The quickest time between the two ports on record.

#### TOUGH STEAK.

Old John S. was a noted character, and some of his yarns, that he was wont to spin, were noted for their being too strong to be true. Around the stove in some of the stores during the long winter evenings, he would tell them for hours on a stretch, when he could find listeners. One that he often told was this: A butcher had sold the old man some meat, and he was telling the crowd how tough it was. He said, "I carried it home and fried it, but could not do anything with it. The next day I biled it all day long, and at night it was tougher than the day before. I then threw it out of doors and a dog coming along tackled it. The dog took one end of the meat in his mouth, and placing his paw on the meat tried to tear off a piece. The meat stretched like a peice of Injy rubber, the more the dog pulled the more the meat stretched; soon his paw slipped and the meat flying back, knocked the dog over stiff!" Here the narrator stopped. "Did it kill him?" was asked. The reply was, "No, but the dog has not seen a well day since, besides being a cripple for life!"

#### HE VOTED HIS SENTIMENTS.

Dennis S. was well known for his Irish wit and

ready repartee. The person who attempted to ridicule him in an argument was sure to come off second best. At a town meeting, when a vote was taken on the license question, Den marched boldly up to the ballot box holding his vote so that every one could see the big "Yes" that was printed on it, he being strongly in favor of license. When the votes were counted his was the only yes vote cast. Considerable chaffing and laughter was indulged in by the crowd, but Den took it all in good part, replying, "Be gorra byes, I voted my sintimints onahow." When it came to voting on appropriations, \$300 was called for to be used for temperance purposes. Dennis had been quietly waiting his chance to get even, and before the vote was taken rose to his feet and said: "Musther Moderator, if it is in order, I would like to make an amindmint to that motion. I move you, sir, that it be fufty dollars instead of three hundred; according to the vote on license, I am the only man in town that drinks whiskey, I'll guarantee that I can be kept straight for fifty dollars, making a clane saving to the town of \$250." This brought down the house. When quiet was restored, the vote was taken and the article carried without the "amindment." Den then rose and said, "I now know, domed well, some of yees voted against yer principles."

THE PEAR TREE.—WHEN YOU MAKE A DONATION  
BE CAREFUL HOW YOU WORD IT.

The following story comes from Truro. A father had two sons, whose names were Ephraim and Mulford. Ephraim was noted for being quite a rogue, though not a bad boy by any means. Mulford was more sedate, and rather a favorite with his father, who would make him presents at times and not give any to Ephraim, thinking to punish him in this way for his roguish tricks. A fine pear tree was standing in the garden that bore an abundance of nice fruit. One day, for some trifling misdemeanor of Ephraim, the father to punish him, took the two boys into the garden and reading them a lecture, said, "I am going to make you, Mulford, a present of that tree, and as for you, Ephraim, you might have had it, if you had only behaved yourself, but I give the tree to Mulford to punish you." When fall came the tree was loaded down with nice fruit. One evening when sitting around the fireside, Mulford and his father were estimating how many pears there were on the tree, and how much money they would bring in Wellfleet. Plans were laid to pick the fruit the next day. In the morning Mulford went to pick the pears, and not a pear was to be found on the tree. Sorrowing over his loss, he went and told his father, who went in search of Ephraim, mistrusting full well that he was the culprit. When found and

asked if he had taken the pears, he freely answered "Yes." The father said, "Don't you know I gave that tree to Mulford?" With feigned innocence he answered, "Yes, father, I know you gave the tree to Mulford, but yer didn't say pears n'all."

#### BIG DISCOUNT.

One of the noted men of this place is the "Deacon, who is well versed in equine matters and a noted horse-trader. Driving an old horse along the street, one day, he fell in with a noted jockey, who in a bantering manner asked the Deacon what he would take for the horse. "One hundred and fifty dollars," was the reply. "Will give you twenty-five," said the jockey. "Take him," replied the "Deacon," but I must say it is one h—l of a discount for that animal."

#### SHE LOST HER TOWELS.

The English steamship Caledonia came ashore near Race Point, January 1st, 1863. The vessel had on board a very valuable cargo, among which were cases of broadcloth, woollen goods, linen in bolts, cotton cloth, and thread. As all of the cargo was discharged there was a great quantity and it could not be expected that all of it would be returned to the underwriters' agent, more or less being taken by the workmen and people on the beach. A story is told how one of the workmen brought home one

night a bolt of Irish linen toweling. It being somewhat stained by being wet in salt water, the wife of the man that brought it in, washed it and knowing if hung out to dry, passers by would notice it, and know where it came from, thought it a good idea to hang it on a neighbor's clothes line, as the two clothes yards adjoined. When the linen was dry, the owner of the clothes line went and took it in, reasoning to herself that if she was going to have the name of trying some of the Caledonia's stuff, she might as well have the article. It is needless to say that the first party never called for their toweling, and there was a coldness between the families ever after, and they were not on speaking terms.

#### GOOD FISHING.—THREE FISH CAUGHT ON ONE HOOK AT THE SAME TIME.

A trawler had set his trawl off the Truro shore for cod-fish. A small fish, in taking one of the baits, had swallowed the hook; a dogfish happened along and began to eat the small cod-fish and was caught in the mouth by the hook. A large goose-fish swallowed both, and the trawler had, to his surprise when he hauled in his trawl, three fish on one hook.

#### A GOOD DAY'S WORK.

The schooner Richard, of Truro, Captain Richard Mich, in the year 1848, when fishing for mackerel on what is known as the "Middle Bank," between Cape Cod and Cape Ann, with a crew of twelve men and

two boys, caught in one day, on hook and line, one hundred and seventy-five barrels of extra good mackerel. This, we think, is the largest catch ever made in one day with hook and line by any Cape Cod vessel.

#### A GOOD SWALLOW.

The before-mentioned "Deacon," in the summer is often employed to take parties around the town and on excursions to the Race or Highland Light Houses. Now the "Deacon" believes in the words of St. Paul, "That a little wine is good for the stomach's sake," and indulges moderately when he wants it. It happened one day that he was called to take a party of young city bloods on an excursion to Race Point Light. They were amply provided with the usual remedies against snake bites and other accidents. After getting out of town and into the woods, one of the party pulled out a flask, and taking a drink, it was passed from one to another. Not knowing the "Deacon" and hearing him addressed by that title, thought that he was a deacon of some church and did not offer him any. The "Deacon" drove along, inwardly regretting that such a name should deprive him of taking something, as he mistrusted what was the truth. After a while cigars were produced, and thinking there could be no harm in offering him one, he was asked to take one. This was his chance and his reply came quickly. "No, gentleman, I never

use tobacco in any form, nor never did, I am getting too old to learn, but I can swallow just as well as if I was younger." Roars of laughter greeted this remark, and it is needless to say the bottle was produced and the "Deacon" took the first pull. Afterwards, whenever the flask was produced, it would be tendered to him first, with the remark, "Deacon try your swallow."

#### WRECK OF THE GIOVANNIA

On March the 4th, 1875, the Italian bark Giovannia, from Palermo, Sicily, came ashore about two and one-half miles to the eastward of the Peaked Hill Life Saving Station. It was blowing fresh at the time from the north-east, with thick and heavy snow squalls. The bark grounded on the bars, it being low water at that time. As soon as the vessel was seen from the station preparations were made to rescue the crew. The mortar, shot lines and hawsers were taken out, and the station men started for the wreck. It was heavy and toilsome work dragging the cart along the shore, as there was a heavy ice wall along the beach at high water mark. The wreck was not reached until after five o'clock, taking over three hours to make the distance. The crew from the Highland Station were at the scene of the wreck, but without any of their apparatus. A consultation was held by the two captains, Atkins and Worthen, and it was thought best to go to the lat-

ter's station at Highland and get the life car. Leaving one of the men at the wreck, the rest of the station men went after the car. During their absence the steward and boatswain of the bark put a plank overboard and tried to reach the shore. The plank was turned over and over, but the men clung to it with desperation until they reached the breakers on the beach, when the boatswain lost his hold and was drowned. A young man of this place named Bernard Jacint, tying a line around his body, while the other end was held by some of the people on the beach, rushed into the surf and grasping the steward, both were hauled safely back ashore out of the undertow. It was a daring deed of young Jacint and he should have been rewarded, but a casual mention in the local paper was all the notice ever taken. The station men hauling the life car through banks of snow three and four feet deep assisted by some of the people from Pond Village, arrived at the wreck at eleven o'clock that night. It was then so dark that the vessel could not be seen. A fire was kept burning on the beach, and the station men went to their station for something to eat, leaving a watch on the beach, knowing that it would be impossible to do anything until daylight. As soon as daylight dawned the vessel was seen in the same position she was in at dark, apparently uninjured. The mortar was loaded and a shot, with line attached, fired, but

it fell over sixty feet short. Another and another were fired, each one falling short of the mark; at last the ammunition giving out, the station men and spectators that had gathered on the beach were talking of coming in to town for a boat. During the time of firing the shots, only one man was to be seen on the wreck standing in the port main channels. When the firing ceased, the crew, who had been under the topgallant forecastle, came out one by one: going up the fore rigging, they went out on the fore yard arm and dropping overboard, endeavored to reach the shore by swimming. Not a soul reached the beach alive. Some would stay up for some time, but would be seen to throw up their hands and go down, never more to rise. One man, supposed afterward to be the captain, kept on top of the waves for nearly three-quarters of an hour, but such was the strength of the current and undertow along the shore, that when he sank he was no nearer the shore than when he went overboard. His body was picked up about one mile westward of the station, and when found was clad only in his underclothing. The rescued steward was able to identify him as the captain. It was a heart-rending sight to witness the death of these men without the power to save. Shortly after the crew went overboard, the vessel began to break up and in less than an hour there was nothing visible of the wreck, but a portion of

the bow. The shore for miles along the beach was strewn with the cargo and the debris of the wreck. The steward, who was a native Palmerese, was named Salvadore Chappira; he was kindly cared for by the station men, and upon his arrival in town, he being a Catholic, was taken in charge by the priest here and forwarded to New York, and thence home. Thirteen lives were lost in this wreck, and no such large loss of life has happened since, the gun and apparatus now used being more efficient. The vessel was also poorly built, and bilged on the bar, which was the reason she never came in any nearer to the shore. Had she come up on the beach there is no doubt but every man would have been saved.

#### CHASED BY A BARREL.

Before the Life Saving Stations at the backside shore were built, it was a common thing during a heavy breeze for parties to go out on the beach seeking for anything that the gale might drive on shore. Old John P. was one that often frequented the beach on these occasions. One night there was a heavy north-west wind blowing, the sand on the beach was frozen hard, the night was quite dark, but starlight. Old John started for the backside in hopes to pick up something whereby he could make a dollar. Arriving at the beach he walked back and forth until nearly midnight, but met with no luck. At last, being tired with his tramp and not meeting

with any success, he turned his steps towards the town for home. As he got into the hollow of the beach, the sand hill broke the wind and made it quite lee ; he started to fill and light his pipe. Just as he was going to apply the lighted match, he heard a loud, dismal groan and a huge, black object appeared on the top of the sand hill, towards the shore, and was coming down the hillside directly for him. Dropping match and pipe he started on the keen run for the town, the object coming after him at full speed and occasionally uttering its dismal groan. Fear increased John's speed, but occasionally glancing backwards could see that the object was gaining upon him. He felt that his strength was leaving him, and feeling in his pocket for his jack knife, determined to fight to the last. Taking it from his pocket, he turned one more look backward, when he accidentally stumbled, and fell on the frozen sand. The object, with a fearful groan, came rushing on : John determined, though trembling with fear, to prepare for the struggle that he thought would surely come. However, the object passed him by close to his side, not offering to make an attack and going some fifty feet further on, stopped in a bunch of beach plum bushes. He now assumed the aggressive, and going to the bushes found he had been chased by an empty water barrel. The heavy north-west wind was blowing it over the hard frozen sand and the

noise was caused by the wind blowing in at the bung-hole. Putting it on his shoulder he brought it to town and for a long time would relate his adventure and produce the barrel for proof.

#### A KNOWING HORSE.

A citizen of this place had a white horse that had been for a long time in his service. The owner was never tired of telling, when he could find listeners, of the wonderful actions and intelligence of the animal. One day the horse was taken to the blacksmith's shop to be shod. After the work was done the owner said to several persons who were in the shop at the time, and to whom he had been telling the good qualities and actions of the animal: "Gentlemen, to show you how much that horse knows I will, by word only, make him leave the shop and place himself in the shafts of my wagon." Leaving the horse in the shop the owner went out and called. "Whitey, come, get into place; we will go for our dinner." The horse never moved: the owner repeated the call several times, but still the horse refused to move. The owner was much vexed, as the bystanders began laughing, when the blacksmith came to the owner's relief with the remark that if the shoeing was paid for the horse would go, as undoubtedly the animal did not want to go away in debt. Out came the owner's pocket-book and the bill was paid, after which, at the first call, old Whitey took his

place when told. The blacksmith saying to the owner that it was a remarkable horse indeed, and it would be a benefit to him if there were more horses that knew enough not to run their masters in debt.

#### DAVIE'S DREAM.

Old Davie was one the old-time characters who could tell a good story and would often draw largely on his imagination. If any one offended him he was sure to come under a tongue lashing from Davie. It so happened that there were two men that Davie had a peculiar dislike for, and he never let slip by a chance to annoy them. One morning, when going to his work, he went in a store where there was quite a crowd assembled, and wishing them good morning said, "Boys, I had a queer dream last night, I dreamed that I had died and gone to that place where about everybody says I will go when I die. The Old Nick himself said he had been expecting me for some time and that I was welcome. "Now Davie, we always manage here to have things go along peaceably, but if Sam. S. and Nat. H. get in here, and I know they are coming, there will be no more peace here. I put you in door-keeper and be sure they don't come in." "I took my stand at the door, and soon I saw them coming. As they attempted to pass me I began to kick at them and tell them to go away. I had just given a smart kick to old Sam. S., when he roared out, "what in the devil are

you doing?" so loud that it waked me up and I found I had kicked my Jack, who was sleeping with me, out of bed on to the floor. Those two fellows, if they don't go there when the time comes, at least they ought too."

#### LOSS OF WHALING BRIG ARDENT.

The whaling brig Ardent sailed from this port for a cruise off the Western Islands. She was manned by the following persons, most of whom were citizens of this place: captain, Samuel Soper; mate, Hicks Smalley; crew, John Savage, Stephen Cashin, Thomas Stull, Jonah Gross, Amos Nickerson, Thomas K. Hudson, Solomon Crowell, Philip Rich, Cyrenius Smally, Franklin Cartright, Elisha Hopkins of Rhode Island; John Austin of Boston. They met with good success, and were on their passage home, when they encountered a severe hurricane on September 28th, 1823, which hove the vessel down and washed off Cashin, Gross and Nickerson. The masts were carried away close to the deck, then the vessel righted, but was full of water, only a small portion of the after part being out of water, and there was where the remainder of the crew took refuge. The cargo of oil barely keeping this part from being submerged, when the sea was rough it would break over it. Attempts were made to get into the cabin for provisions and water, but proved futile. Occasional rain squalls gave them, by wringing out

their clothes, a few drops of brackish water, and for food all they subsisted on was a few barnacles and occasionally a small fish was caught swimming around, being attracted by the wreck. One after another died from starvation and exposure and dropped off the wreck. After twenty-six days of untold suffering there were only five left, captain, mate, Hudson, Rich and Cyrenius Smally. The British packet Lord Sudmouth, bound for Falmouth, England, sighted the wreck and took off the sufferers, who could not have lived but a short time longer. Every thing was done for the comfort of the wrecked men, but the mate, Hicks Smalley, died shortly after they were taken from the wreck and the lives of the remaining four were barely saved. All of the crew are now dead; the last survivor was the late Philip Rich, who died at an advanced age. He very rarely alluded to the circumstance and was not disposed to give many of the details of the disaster. It was always supposed that the last survivor would tell the story, but Mr. Rich passed away without relating it. A granddaughter, now residing in Middleboro, has for a middle name the name of the ship that rescued the survivors.

### **NOTEWORTHY CATCHES OF FISH.**

November 29th, 1870, a school of black fish was driven ashore in Wellfleet harbor, some of which were upwards of twenty feet in length, and made over four barrels of oil each. There were seven hundred and sixty-seven fish in the school, yielding one thousand twenty barrels of oil in all. These fish were bought by Wellfleet and Provincetown parties, and over two hundred men and boys were employed in saving the oil.

During the month of December, 1884, there were taken in Cape Cod Bay, over two thousand black fish by boats from Provincetown, Truro and Wellfleet. This is the largest catch ever known to have been taken, and but very few fish of that kind have been seen in these waters since.

The largest whale ever known to have been captured on this coast was taken in South Channel, south-east of Chatham, on May 11th, 1843, by the little, pink-stern schooner Cordelia, of Provincetown, Capt. Ebenezer Cook, and a crew of Provincetown men. This whale was of the right whale species, and was estimated that it would have made

nearly three hundred barrels of oil, and about one and a half tons of bone. The little craft not having the facilities for handling the monster, saved only about one hundred and twenty-five barrels of the oil and three hundred pounds of the bone, which was over fourteen feet in length. The little craft was then full, hold and deck. Signals were made to a passing vessel, but no notice was taken, so the rest of the whale was abandoned. The value of the fish was over \$12,000.

Schooner Willie A. McKay, Capt. Angus McKay, of Provincetown, in the year 1882, fitted for the Grand Banks and was absent three months, bringing in the largest fare of cod-fish ever brought to this port. After the fish were dried and ready for the market, they weighed 4,062 quintals and sold for a little over \$22,000. Capt. McKay has always made successful voyages, and in 1889, known as the scarce year, brought in nearly a full fare of fish,—the only one in the place.

### TABLE OF DATES.

|   |                |
|---|----------------|
| First visit of Europeans, Thorwald and<br>Icelandic Viking,                       | 1004           |
| Second visit of Europeans, Thorbin Karlsfeni,                                     | 1007           |
| Visited by Cortereal, a French navigator,   | 1501           |
| Visited by French Fishermen,  | 1597 — 1601    |
| Bartholomew Gosnold landed,   | 1602           |
| John Smith, from Virginia,  | 1614           |
| Landing of the Pilgrims,  | Nov. 11, 1620  |
| Gov. Bradford's wife, Mary, drowned from<br>the Mayflower,                        | Dec. 10, 1620  |
| Peregrine White born on board the May-<br>flower,                                 | Dec. 16, 1620  |
| Peregrine White died in Marshfield,   | July 20, 1704  |
| First settlement, about   | 1680           |
| First recorded birth, Ephraim Doane,  | April 1, 1696  |
| Was made a precinct under Truro,  | June 17, 1714  |
| The Kings Commissioners definitely lo-<br>cated the boundary line,                | Sept. 24, 1714 |
| Was made a town, the line being the eastern<br>boundary, and called Provincetown, |                |
|   | June 14, 1727  |

|  |                |
|--|----------------|
| Law passed fixing January for town-meetings,                                       | Oct. 3d, 1730  |
| Oldest tombstone record,   | June 10, 1724  |
| First place of worship built.  | 1763           |
| First Free Mason building was built,   | 1795           |
| Light House at Highland, Truro, first lighted.                                     | 1797           |
| Memorable gale; three East India ships Volusia, Ulysses, and Brutus, were wrecked, | Feb. 22, 1802  |
| Small pox raged; many deaths took place, winter of                                 | 1800 — 1801    |
| Rev. Samuel Parker, for many years appointed by the government as minister, died   | April 11, 1811 |
| Act passed establishing the M. E. Church,  | June 22, 1811  |
| Bridge built across Race Run, Hatch's Harbor,                                      | 1839           |
| Long Point made a separate school district,  | 1832           |
| Race Point made a school district,   | 1835           |
| First building built on Long Point, November,                                      | 1818           |
| Hon. N. E. Atwood moved from Long Point to town,                                   | December, 1856 |
| Lighthouse on Race Point built.  | 1816           |
| Lighthouse on Long Point built,  | 1826           |
| Lighthouse on Wood End built,  | 1872           |
| Ship Warren wrecked, a part of the crew saved.                                     | December, 1832 |
| Equitable Insurance Co. incorporated,  | 1845           |

|  |                    |
|--|--------------------|
| I. O. of O. F. instituted,   | Nov. 21, 1845      |
| Marine Railway at Central Wharf built,   | 1848               |
| Abundance of mackerel caught, known as<br>the Chatham Years,   | 1848 — 1849        |
| First bridge across East Harbor built,   | 1854               |
| Destroyed by a gale and ice.   | 1856               |
| Rebuilt.   | 1857               |
| Discontinued and solid road built,   | 1877               |
| Sudden squall, with snow, twenty-one ves-<br>sels wrecked in this vicinity,  | Dec. 3d, 1853      |
| Severe gale known as the October Gale,<br>seven vessels and fifty-seven persons<br>lost from Truro on George's Bank. |                    |
|  | Oct. 2d--3d, 1841  |
| Severe gale in the Bay St. Lawrence, many<br>vessels lost from here and other places<br>on the Cape,                 | Oct. 3d--4th, 1851 |
| Old Town Hall built,   | 1853               |
| Burned down,   | Feb. 16th, 1877    |
| New Town Hall completed,   | Aug. 25th, 1886    |
| English Steamship Calendonia came ashore<br>near Race Point,   | Jan. 1st, 1863     |
| Mason & Slidell Gale, so called, from their<br>being on board English Steamer Rinaldo<br>and leaving port that day,  | Jan. 1st, 1862     |
| Great catch of mackerel, known as the<br>Boon Island Year,   | 1864               |
| Railroad opened for traffic,   | July 22nd, 1873    |

- President Grant's visit, Aug. 28th, 1874  
 Ex. President Grover Cleveland visited  
     here, August, 1889  
 Provincetown Bank incorporated, March 28th, 1854  
 Seaman's Savings Bank incorporated,  
                                 April 14th, 1850  
 Marine and Fire Insurance Co. incorporat-  
     ed, April 13th, 1854  
 Union Marine Railway built, 1851  
 Bradford street built, 1873  
 Severe gale and tidal wave, ship Nina came  
     ashore and damaged the Post Office,  
                                 October, 1871  
 Wreck of ship Peruvian, from Singapore  
     for Boston, Dec. 26th, 1872  
 U. S. Life Saving Stations manned, Jan. 21st, 1873  
 Wreck of Italian bark Giovanni, thirteen  
     lives lost, only one man saved, March 4th, 1875  
 Adams's Hall burned, March, 1875  
 New Masonic Hall built, 1870  
 Schooner Annie Freeman, Capt. Sylvester  
     D. Rich, lost on a voyage from Prince  
     Edward's Island, ten lives lost, Dec. 12th, 1872  
 Seven hundred and sixty-seven black-fish,  
     making one thousand and twenty  
     barrels of oil, taken, Dec. 5th, 1870  
 Over two thousand black-fish taken during

|  |                  |
|--|------------------|
| the month of December, in Cape Cod Bay,  | 1884             |
| Town lighted with street lamps,  | April 12th, 1884 |
| Goverment Dike built at East Harbor,   | 1868 — 1869      |
| Seaman's Aid Society established,  | April 13th, 1882 |
| Fireman's Insurance Co. organized,   | Jan. 4th, 1873   |
| High and Grammar school building built,  | 1880             |
| School-house on Long Point built.  | 1846             |
| Public Library building built,   | 1874             |
| Wreck of schooner Sarah J. Fort, part of<br>the crew saved by volunteers,  | April, 1879      |
| Loss of Captain David H. Atkins, Frank<br>Mayo, Elisha Taylor, crew of Life Sav-<br>ing Station at Peaked Hills, | Nov. 30th, 1880  |
| High Head Life Saving Station built,   | 1883             |
| Sidewalk laid,   | 1838             |
| First wharf or pier of any kind built, about   | 1835             |

## BUSINESS DIRECTORY.

### ARTISTS.

William M. Smith, photographer, three doors west Central House; Nickerson, Photograph Rooms, I. Residential Building, next to Post Office; Lewis H. Baker, ferrotypist, Gifford Block; Mamie Nickerson, teacher of oil painting, opposite Gifford Block; Leah Matheson, decorative work, Conant Street; Mrs. Ada H. Miller, teacher and artist in oil painting, 11 Wintrop St.; Mrs. Cora Fuller, decorative artist, West's Block.

### BARBERS.

Vincent F. Silva, Head Steamboat Wharf; John Lutts, corner Carver and Commercial Street; Manuel J. Davis, Commercial St., near First National Bank; John W. Murphy, Snell's Building, near Post Office; James Henderson, Commercial St., east R. R. Crossing; Jim Francis, Commercial St., nearly opposite Public Library.

### CALKERS.

John W. Berry, Good Templar Street; Atwood Marx, Union Marine Railway.

### BLACKSMITHS.

J. H. Livermore, Union Wharf; Wm. H. Herbold, Commercial St., Head Central Wharf; Amasa

Taylor, R. R. Wharf, rear Post Office; Philander Crocker, Hilliard's Wharf; W. C. Snow, S. G. Cook's Wharf.

**DOCTORS, PHYSICIANS AND SURGEONS.**

E. C. Peck, Commercial St., foot of Carver; Adin H. Newton, Commercial, between Gosnold St., Masonic Place; William E. Moore, corner Gosnold and Commercial St.; Rich'd C. Dailey, Smith's Block, Custom House Building; W. S. Birge, corner of Bradford and Prince St.; Mrs. W. S. Birge, M. D., office, corner Bradford and Prince St.

**HOUSE CARPENTERS AND JOINERS.**

Willis Higgins, 9 Court St.; Richard J. Days, Washington Ave.; Victor J. Leonard, Cudworth St.; James Cobb, Bradford St., rear of Town Hall; Byley Lyford, 6 Cook St.; Solomon D. Nickerson, Commercial St., West End; Josiah Snow, at the Pilgrim House; C. H. Holway, 211 Commercial St.; Geo C. Hill, corner Johnson and Bradford Sts.;

**SHIP CARPENTERS AND SPAR MAKERS**

George W. Standish, Commercial St., near R. R. Wharf; John G. Whitecomb, Railroad Wharf; Ezra Ewell, Central Wharf; Nathaniel Hopkins, Union Wharf and Marine Railway.

**CONTRACTORS AND BUILDING MOVERS.**

Alex. Gayland & Sons, near Post Office.

**TUBULAR WELLS AND DRIVEN PUMPS.**

Charles W. Burkett, Standish Street.

**HOTELS AND BOARDING HOUSES.**

Gifford's Summer Hotel, corner Carver and Bradford Sts.; Pilgrim House, off Commercial, near Freeman St.; Central House, 234 Commercial, near Gosnold St.; Atlantic House, Masonic Place; Seaside Cottage, Mrs. E. C. Mayo, for summer visitors only, 493 Commercial St.; Chapman House, opposite Central House; Atkins House, East End; Ellen F. Atkins, Proprietor.

**WATCH-MAKERS AND JEWELLERS.**

A. Louis Putman, Masonic Block; W. C. Healey, Small's Block, corner Commercial and Gosnold St.

**FRUIT, CIGARS, CONFECTIONERY.**

Charles S. Hopkins, 129 Commercial St., near Pleasant; E. J. Kilburn, corner Court and Commercial Sts.; Walter Welch, Commercial St., foot of Carver; F. N. Smith, Commercial St., next to Central House; Joseph P. Martin, 263 Commercial St.; Matthias Morris, 3d door east of the Post Office; Ed. S. Berry, Commercial St., head of Conwell's Wharf; Timothy T. Chase, next building to Burch's Clothing Store; James P. Holmes, next to Masonic Block; S. S. Gross, Commercial, opposite Good Templar St.

**BAKERS, PIES, CAKES, BREAD, BEANS, ETC.**

Joshua T. Small, Small's Block, corner Commercial and Gosnold Sts.; George Ellis, Commercial St., West End.

**GROCERS.**

J. Brown, corner Commercial and Conant St.; F. C. Miller, 73 Commercial St.; George O. Knowles, Knowles's Wharf, foot Pearl St.; John D. Hilliard, Hilliard's Wharf, near Freeman St.; R. S. Lavender, Commercial, foot Cornell St.; Moses S. Turner, 5 Cornell St.; Union Fish Co., Railroad Wharf; Ira K. Small, 201 Commercial St.; John Adams, 202 Commercial St.; T. W. Sparks, 285 Commercial St., head Railroad Wharf; James E. Rich, 178 Commercial St.; W. E. Rogers, 175 Commercial St.; Frank G. Cook, Bradford, corner Franklin St.; Joseph Perry, Jr., Bradford, corner Franklin St.; Mrs. R. W. Loring, 2 Atkins St., opposite No. 1 Engine House; Jeremiah A. Rich, Freestone Market.

**MEATS, POULTRY, PROVISIONS.**

W. C. Dearborn, at T. W. Spark's Store; John Adams, 202 Commercial St.; F. E. Hill, Freestone market; James E. Rich, 178 Commercial St., M. S. Turner, 5 Cornell St.; J. Brown, corner Conant and Commercial St.

**RETAIL DEALERS IN FRESH FISH, CLAMS, LOBSTERS, ETC.**

A. T. Powe, 145 Commercial St.; John Martin, head of Knowles's wharf; M. Bradshaw, 282 Commercial St., near Railroad Crossing.

**HACKS, BARGES, PLEASURE CARRIAGES.**

Samuel Knowles, opposite First National Bank; H. J. Snow, (the Deacon), Laney's, corner Commer-

cial St.; Newell C. Brooks, Lancy's, corner Commercial St.; R. E. Mayo, corner Montello and Commercial St.; Charles L. Young, Adams's Block; Thomas Welch, Commercial St., foot of Carver.

#### **TEAMSTERS AND JOBBERS.**

Barnett Brothers, James H. R. Frank, Union Wharf; James Campbell, James E. Rich's store; Charles L. Young, Adams's Block; R. E. Mayo, corner Montello and Commercial St.; Newell C. Brooks, Lancy's, corner Commercial St.; Thomas Welch, Commercial St., foot of Carver.

#### **VESSEL FITTERS AND WHOLESALE DEALERS IN FISH.**

William Matheson, head of Steamboat Wharf; Joseph Manta, 180 Commercial St., first wharf west of Steamboat Wharf; John D. Hilliard, Hilliard's Wharf; Union Fish Co., Railroad Wharf; Philip A. Whorf, Commercial St., East End; H. & S. Cook & Co., 438 Commercial St.; David Conwell & Sons, Conwell's Wharf, east of Pearl St.

#### **HOUSE, SHIP AND SIGN PAINTERS.**

Thomas W. Dyer, 97 Commercial St.; Benj. H. Dyer, 172 Commercial St.; Joseph W. Cook, rear 344 Commercial St.; D. W. Snow, Decorative Artist and Letterer, 274 Commercial St.

#### **MANUFACTURES AND DEALERS IN OIL.**

Myrick C. Atwood, (successor to N. E. Atwood,) Pure Medicinal Cod Liver Oil, 70 Commercial St.; Caleb Cook, manufacturer of fine Lubricating Watch

Oils ; works, on Miller Hill, Bradford St. ; George O. Knowles, wholesale dealer and importer of Sperm, Whale, Cod and other Oils, 350 Commercial St. ; also agent and fitter for whaling vessels.

**LAUNDRY.**

Newton P. West, 271 Commercial Street.

**FURNITURE DEALER.**

Joseph A. West, 248 Commercial St.

**INSURANCE AGENT.**

Edward N. Paine ; office, J. and L. N. Paine's store, Commercial St.

**PAPER HANGERS.**

J. Harvey Dearborn, 224 Commercial St. ; A. E. Dearborn, dealer in wall paper, 224 Commercial St.,

**SAIL AND TENT MAKERS.**

Artemus P. Hannum, Union Wharf ; F. A. Paine, Central Wharf : Cook Brothers, Knowles's Wharf ;

Charles H. Dyer, S. G. Cook's Wharf ; George W. Pettis, Hilliard's Wharf : George H. Lewis, H. & S. Cook & Co.'s Wharf.

**BOAT BUILDER.**

W. W. Smith, 142 Commercial St.,

**APOTHECARIES AND DRUGGISTS.**

John D. Adams, corner Gosnold and Commercial St. ; Frederick A. H. Gifford, Gifford's Block.

**MILLINERY AND FANCY GOODS.**

Mamie and Jessie Matheson, head Steamboat Wharf ; William A. Smith, 232 Commercial St. ;

Miss Lucy Paine, opposite Town Hall.

**CARPETS, CROCKERY, GLASSWARE, ORGANS, MUSIC, ETC.**

Obadiah Snow, opposite Town Hall.

**DRY GOODS.**

Hezekiah P. Hughes, Masonic Block; Samuel J. Rich, Central Block, near Railroad Crossing; Benjamin T. Crocker, 70 and 156 Commercial St.; Mrs. J. S. Hatch, Commercial St., Kiley's Block.

**CLOTHING, BOOTS, SHOES, GENT'S FURNISHING GOODS.**

D. A. Matheson, 304 Commercial St.; John L. Rich, 196 Commercial St.; J. M. Burch, 268 Commercial St.; Silas C. Mott, 319 Commercial St.

**MERCHANT TAILORS.**

Albert Fuller, 247 Commercial St.; A. F. Small, 301 Commercial St.; D. A. Smith, opposite Town Hall.

**BOOT AND SHOE DEALER.**

R. E. Mayo, 141 Commercial St., corner Montello.

**STOVES AND TIN WARE.**

William B. Bangs, 190 Commercial St.; Herbert Engles, 306 Commercial St.:

**WATER BOATS.**

William Atkins: office, Central Wharf Store; Xenophon Rich: office, R. S. Lavender's Store.

**LUMBER DEALERS.**

Lewis & Brown, Commercial St. opposite Masonic Hall; George Allen, Atwood's Wharf.

**MASON AND PLASTERER.**

**James Fuller & Son**, head of Central Wharf.

**AUCTIONEERS.**

**Heman S. Cook**: office, 344 Commercial St.;  
**Joseph P. Johnson**: office, Masonic Place; **H. A. Jennings**: office, 2 Pilgrim House Court.

**DENTISTS.**

**William P. Hudson & Son**; dental rooms, 231 Commercial St., 2nd door west from the Central House; **A. F. Conwell, D. D. S.**; rooms, 3 Pearl St.

**OYSTERS SERVED IN EVERY STYLE.**

**Mrs. Mary Young**, opposite Town Hall Building.

**D. S. CARLOW & CO.**

Keep a large stock of Fancy Articles, Wall Paper, Tin and Hardware, Cutlery, etc., 310 Commercial St.

**JONATHAN HIGGINS.**

Attorney and counsellor at law; office, opposite Town Hall Building; in Provincetown Thursdays P. M. and Fridays A. M.

**MUSIC.**

**Mrs. Hannah C. Buck**, teacher, 171 Commercial St.; **Mrs. Sadie N. Johnson**, teacher, Masonic Place; **Geo. C. Hill, Jr.**, leader Hill's Orchestra, teaches violin; office, corner Bradford and Johnson St.; Puritan Band, Town Hall.

**JOSEPH WHITCOMB.**

Florist and Undertaker, first building west Railroad Crossing on Commercial St.

**B. ROLLINGS.**

Agent for the Wheeler and Wilson Sewing Machine; office, Bradford St., between Montello and Conant Sts.

**MUSICAL INSTRUMENTS.**

Geo. F. Johnson, agent for Everett & Harvard Piano Co.; office, Masonic Place.

**MARBLE WORKS.**

Reuben Nickerson, Monumental Sculptor and dealer in Marble and Granite, opposite First National Bank.

## CAPE COD COMMERCIAL TRAVELLERS.

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*Our boys with their grips,  
Who on the Cape make their trips,  
And tell you true tales  
When they are making their sales.*

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### GEORGE M. CARPENTER.

Represents F. Batchelder, dealer in Fresh Meats and Provisions, 55 Blackstone St., Boston, Mass.

### JOSEPH P. BARRON.

Represents Frank O. Squire & Co., dealers in Beef, Pork, Lard, Hams etc., 66 Blackstone St., Boston, Mass.

### GEORGE H. SYLVESTER.

Represents John F. Nickerson, Wholesale Grocer, and dealer in Flour, Produce and Provisions.

### F. L. HANDY.

Represents M. S. Ayers & Co., wholesale dealers in Flour, Produce and Provisions, 189 State and 86 Central St., Boston, Mass.

### WARREN FIELDING.

Represents J. C. Frye & Co., wholesale dealers in Flour, Produce, Provisions, etc., 29 Commercial St., Boston, Mass.

### W. N. STETSON.

Represents L. W. Munroe & Co., Wholesale Grocers and dealers in Flour, 73 Commercial St., Boston, Mass.

### GEORGE A. JERAULD.

Represents Isaac Locke & Co., wholesale and commission dealer in Fruits and Produce, Faneuil Hall Market, Boston, Mass.

**F. E. ROGERS.**

Represents Charles H. Ordway, wholesaler of all kinds of Fruit and Country Produce, 191 Arlington Ave., Boston, Mass.

**A. S. BACKUS.**

Represents F. P. Washburn, Crackers and Pilot Bread, Brockton, Mass.

**GEORGE WM. NICKERSON.**

Wholesale Dealer in Confectionery, Wellfleet, Mass.

**F. W. BRYANT.**

Manufacturer of Laundry Soaps and 15-2 Washing Powder, corner Water and Middle Sts., New Bedford, Mass.

**GEORGE W. BERRY.**

Wholesale dealer in Cigars, Brewster, Mass.

**JOSIAH F. KNOWLES.**

Represents Batchelder & Lincoln, jobbers in Boots, Shoes and Rubbers, 96 Federal St., Boston, Mass.

**FRANK E. SEARLL.**

Represents Green, Anthony & Co., wholesale dealers in Boots, Shoes & Rubbers, 23 Pine and 2 Harkness Court, Providence, R. I.

**DAVID LOVE.**

Represents Parker, Holmes & Co., dealers and jobbers in Boots, Shoes and Rubbers, 141 Federal St., Boston, Mass.

**GEORGE W. POPE.**

Represents New England Organ Co., 1299 Washington St., Boston, Mass.

**J. S. CLARK.**

Represents Jordan, Marsh & Co., importers and jobbers of Dry Goods, Shawls, Cloaks, etc., 450 Washington, 38 Avon Sts., Boston, Mass.

**H. L. LAMBERT.**

Represents Walker, Sawyer, Stetson & Co., importers and jobbers of Hosiery, Gloves, Laces, Underwear, etc., 83 Lincoln St., Boston, Mass.

**W. H. MANSFIELD.**

Represents Farley, Harvey & Co., importers and jobbers of Dry Goods, 61 to 67 Chauncy St., and 39, 41 and 43 Bedford St., Boston, Mass.

**W. L. GOULD.**

Represents Brown, Durrell & Co., importers and manufacturers of Hosiery, Handkerchiefs, Underwear, etc., corner Kingston and Essex Sts., Boston, Mass.

**W. S. HAYNES, Jr.**

Represents Chatlin, Larabee & Co., importers and jobbers of Hosiery, Gloves and Underwear, 83 Lincoln St., Boston, Mass.

**H. L. SOUTHER.**

Represents Coleman, Mead & Co., dealers and importers of Small Wares, Fancy Goods, Hosiery, etc., 19 Chauncy St., Boston, Mass.

**WILLIS C. HARDY.**

Represents Norcross, Mellen & Co., importers of China Ware, Crockery, Glass and Plated Ware, Lamps, 14 to 20 Merchants' Row, Boston, Mass. At store, Mondays.

**E. H. MACDONALD.**

Proprietor of the Harvard Extract Co. The finest flavored, purest quality and strongest Extracts in the market. Cambridgeport, Mass.

**W. S. ALLEN.**

Represents D. A. Snell, dealer in Plain and Fancy Crackers, 1 William St., corner Water St., New Bedford, Mass.

**A. P. YOUNGMAN.**

Represents W. H. Chipman & Co., importers and manufacturers of fine Carpetings, Straw Mattings, etc., 22 Bedford St., Boston, Mass.

**JOHN H. COMEY.**

Represents Cummer, Jones & Co., Clothiers and Tailors' Trimmings, 83 and 85 Summer and 12 and 14 Kingston St., Boston, Mass.

**W. S. GAYLORD.**

Represents Nonarnek Silk Co., 18 Summer St., Boston, Mass.

**WALTER C. GRANT.**

Represents E. & F. King & Co., manufacturers and dealers in Paints, Oils and Varnishes, 26 and 27 India Street, corner Milk, Boston, Mass.

**C. E. CARRUTH.**

Represents C. H. Carruth & Co., manufacturers and jobbers of Fine Cigars, Tobacco, Pipes, etc., 46 Hanover St., Boston, Mass.

**M. E. ARNOLD.**

Represents Seabury & Johnson, manufacturers of Pharmacopeia, Antiseptic Dressings, etc., New York and London.

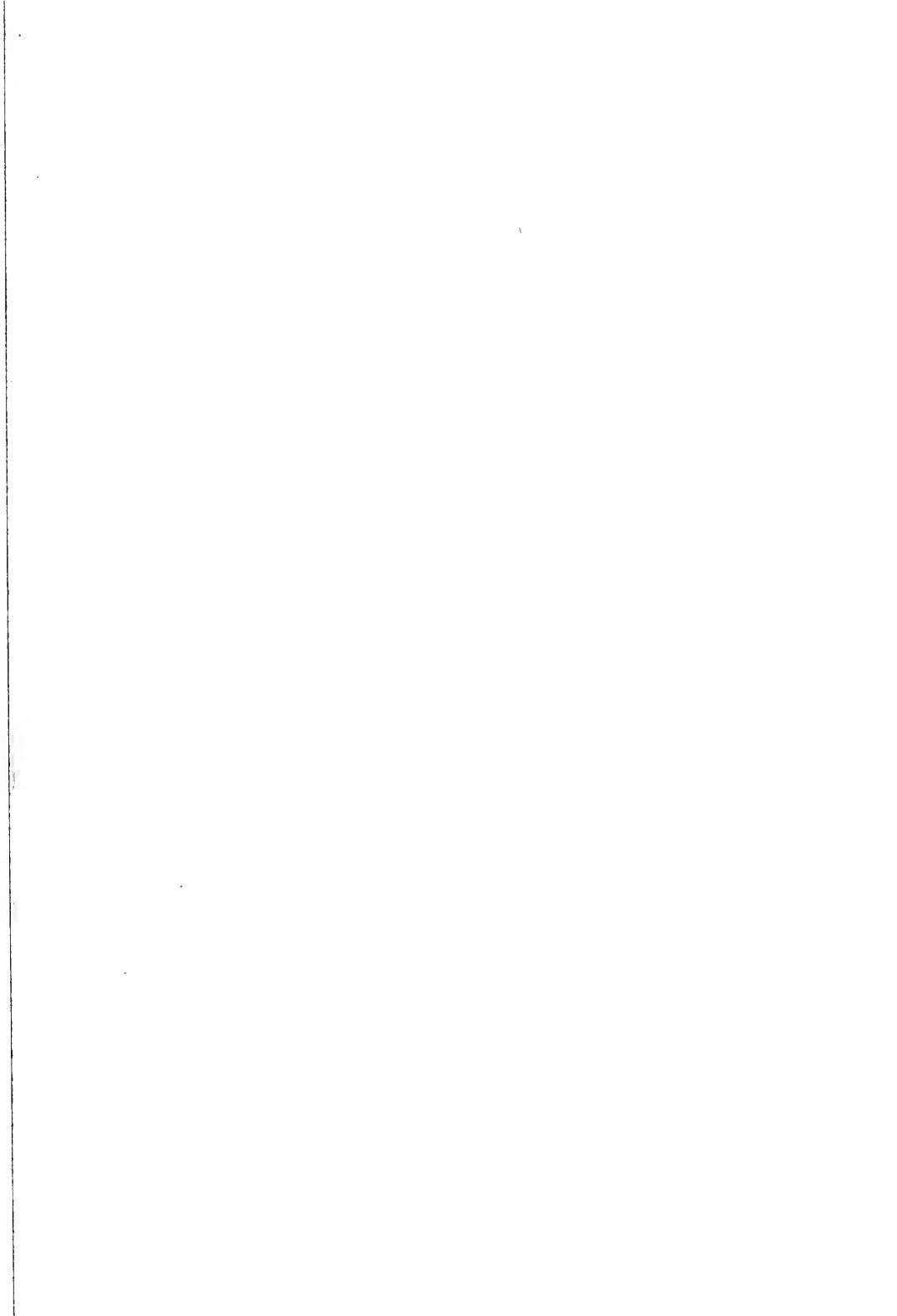
**FRANK E. MAYO.**

Represents Dame, Stoddard & Kendall, importers and manufacturers of Cutlery, Fishing Tackle, Base Ball and Athletic Goods, 374 Washington St., Boston, Mass.

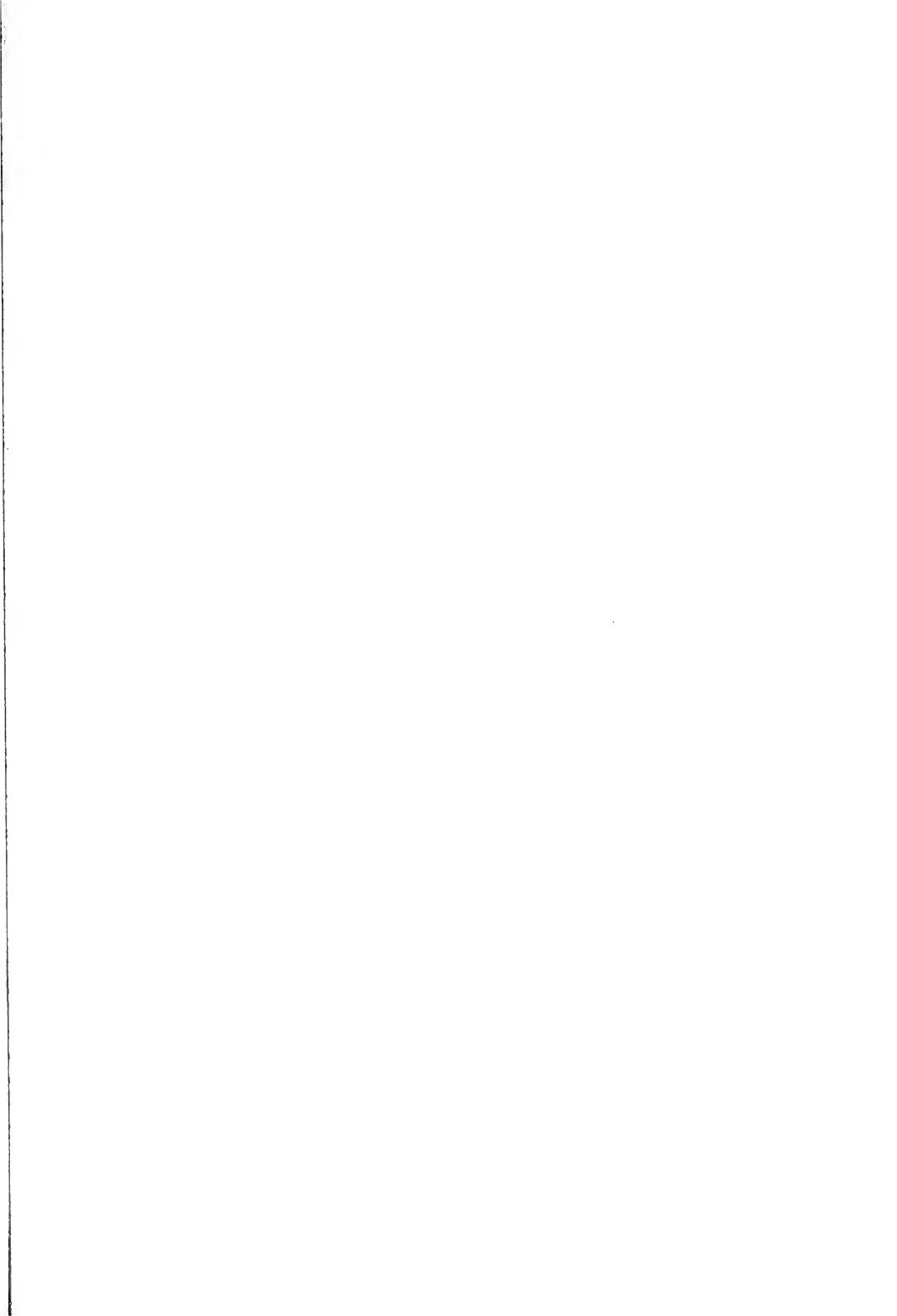
**ERRATA.**

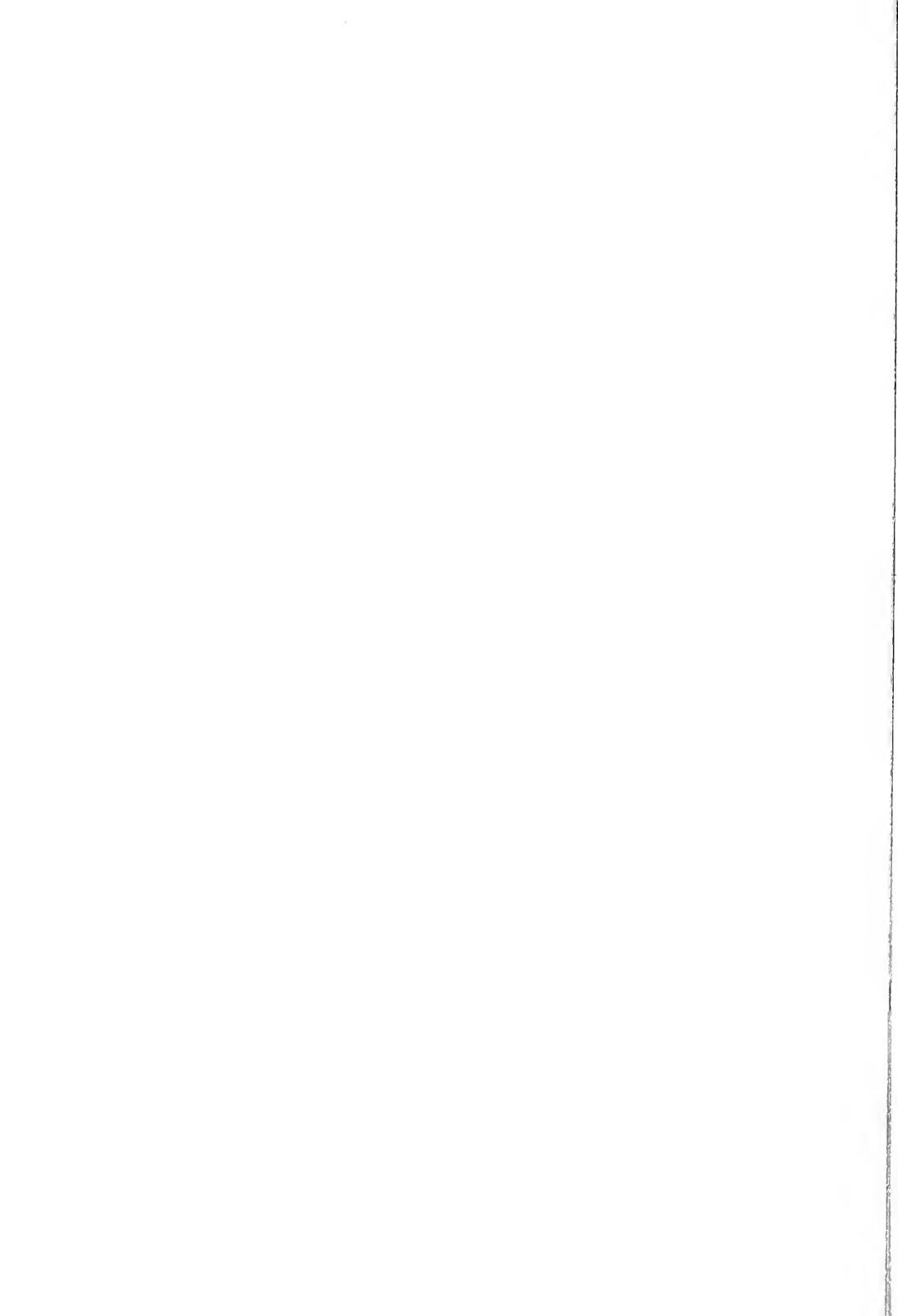
Page 52, bottom lines, Edward Clark, should be Edward Clark Burt.

Page 62, line 13, Thomas Lorne, should be Thomas Lowe.











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